CAR AND DRIVER

No. 332 •**NOVEMBER/DECEMBER**• €4.50 VAT included (Canary Islands €4.65 WITHOUT VAT)

EXCLUSIVE
ASTON MARTIN
WE TESTED THE
F1 SAFETY CAR
IN SILVERSTONE

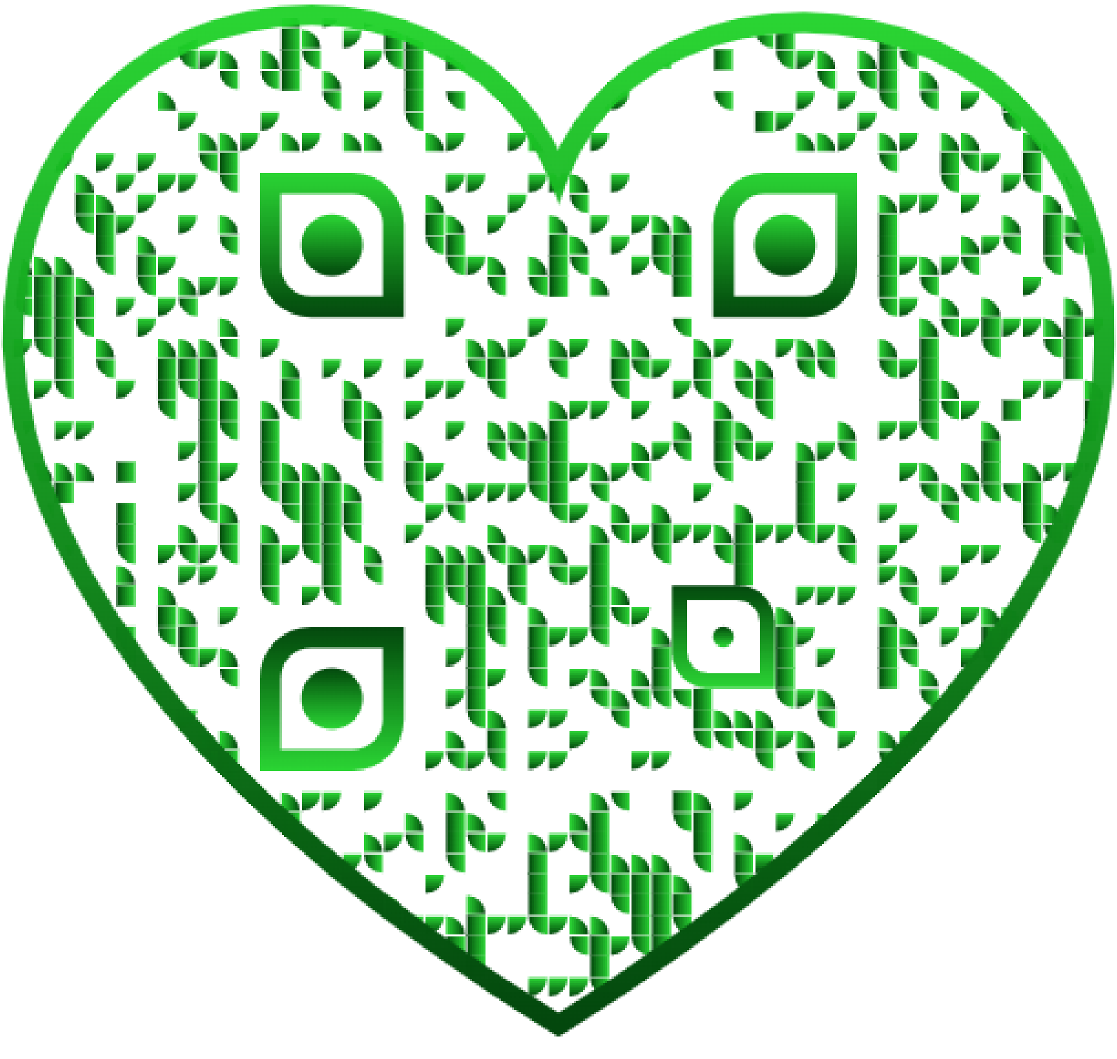
30 YEARS IN THE
REARVIEW
ALL THE MILESTONES
OF THE AUTOMOBILE,
THROUGH C&D

WE ANALYZE
FIRST FOR THE PURPOSE
POLESTAR 5, KIA
K4, ALFA TONALE,
HONDA PRELUDE...

30 años
CAR AND DRIVER

CUPRA TINDAYA

FUTURE PROJECTION



A veces, la mejor elección es la que no tienes que hacer.
5005 AQE
5005 AEH

Nueva gama e-hybrid de Audi.

¿Eléctrico o combustión? ¿Deportividad o eficiencia? ¿Tecnología o diseño? No son dilemas fáciles. Aunque tampoco tienes que afrontarlos, porque la última generación de híbridos enchufables de Audi nace para maximizar las posibilidades, no para reducirlas. Avanzados vehículos que te ofrecen una extraordinaria autonomía eléctrica de hasta 119 km y carga de 10 a 80% en solo 26 minutos. Modelos que se convierten en los referentes de su categoría por sus revolucionarias innovaciones y su dinamismo. Por una vez, elegir no implica renunciar a nada.

Audi A la vanguardia de la técnica.

Audi Q3 e-hybrid, Consumo de combustible: 1,7-2,1 l/100 km | Corriente: 14,9-13,9 kWh/100 km; Emisiones combinadas de CO_2: 49-39 g/km. Audi Q5 e-hybrid, consumo de combustible: 2,5-3,4 l/100 km | Corriente: 16,9-15,5 kWh/100 km; Emisiones combinadas de CO_2: 77-56 g/km. Audi A5 Avant e-hybrid, consumo de combustible: 2,1-2,6 l/100 km Corriente: 15,9-15,1 kWh/100 km; Emisiones combinadas de CO_2: 60-47 g/km. Las cifras de consumo de combustible y emisiones de CO_2 se facilitan en intervalos porque dependen del juego de ruedas y neumáticos que se utilice.

3003 AQE

CAR AND DRIVER

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NOVEMBER - DECEMBER 2025

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102TOYOTA AYGO X CROSS.Now, with the Yaris engine.

Condúcelo desde
19.900 €
Sujeto a financiación
con Volkswagen Bank
hasta 30/11/2025*
2904 VWT
TAIGO

Volkswagen Taigo

Tan poco convencional como tu vida

La vida es muy poco convencional como para tener un coche con un diseño convencional, un tamaño convencional y una trasera convencional. Mejor tener un SUV que a la vez es un coupé. Taigo. Porque... **¿Quién quiere ser convencional?**

*PVP recomendado en Península y Baleares para un Volkswagen Taigo 1.0 TSI 70 kW (95 CV) 5 vel. de 19.898 € (IVA, Impuestos de Matriculación, Transporte, descuento de marca y concesionario, y bonificaciones de Volkswagen Financial Services incluidos en el precio). Oferta válida hasta el 30/11/2025 para clientes particulares que financien a través de Volkswagen Financial Services según condiciones actuales con un capital mínimo de 14.000 €, duración mínima de 60 meses y permanencia mínima de 36 meses. Campaña incompatible con otras ofertas financieras. Volkswagen Financial Services es una marca comercializada por Volkswagen Bank GmbH S.E. Avda. Bruselas, 34 - 28108 Alcobendas. Reg. Mercantil de Madrid. Tomo 16828, Sección 8, Folio 184, Hoja M-287573, Inscrita con el nº 1480 del Reg. Especial del Banco de España - CIF. W-0042741I. Modelo visualizado: Taigo R-Line con equipamiento opcional. Gama Taigo: consumo combinado WLTP (litros/100 km) de 5,3 a 5,9. Emisión CO_2 combinado WLTP (g/km) de 121 a 135.

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66 CONGRATULATIONS, CAR AND DRIVER!We're turning 30, and we're celebrating with a special report—a real gift to you, dear reader, for being with us for so long.

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SOCIETA' ANONIMA
SCUDERIA FERRARI
MODENA
SHELL
PIRELLI
BOSCH
MEMINI
MOTOR OIL
RUDGE WHITWORTH
FERODO
SIATA
CHAMPION

140

126

ŠKODA
ELROQ
100% ELÉCTRICO
1895 SKO
Que nada te detenga.

Modelo visualizado: Škoda Elroq RS con opcionales. Consumo de energía Elroq RS combinado WLTP (Wh/km): 153,1 Wh/km, emisiones de CO_2 WLTP: 0 g/km.

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PUBLISHED BY HEARST SPAIN
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CARANDDRIVER is a publication of HEARST MAGAZINES
INTERNATIONAL Jonathan Wright, President Hearst Magazines Kim
St. Clair Bodden, SVP/Global Editorial & Brand Director Chloe O'Brien,
Global Editorial & Brand Director, Young Women's Group,

Wellness Group, Enthusiast Group, Lifestyle Group

IMPRESSION:INTERIOR+COVER: Monterreina Graphics
BINDING:Monterreina Graphics
DISTRIBUTION:SGEL
Legal Deposit: M–28499–95. Price in the Canary Islands: 4.65 without VAT.
including shipping costs. Ceuta and Melilla: 4.50 excluding VAT,
including shipping costs. MAGAZINE
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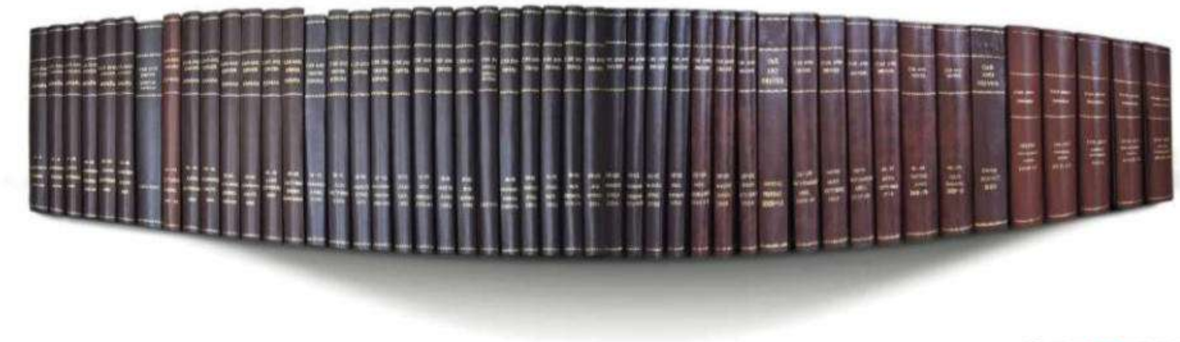
THAT MEMORIES

HIPPOCAMPUS, PREFRONTAL CORTEX, TEMPORAL LOBES.Experts say these are the three main regions where memories are stored and processed within the human brain. But no one has yet been able to scientifically define why some episodes of our lives are etched in our memories forever, while others are forgotten. Why do I still remember the smell of the dashboard of my first car, a second- or third-hand Opel Corsa in which a mechanic friend helped me open a rudimentary "sunroof" and which smelled like a mixture of plastic and jelly beans? (No professional has been able to explain the reason for those aromas.) Why, however, have I forgotten the first work trip I took in a company vehicle? We think we control what we remember and what we forget. But in reality, it's the things we choose to remember. We are simply slaves to someone else's mnemonics.

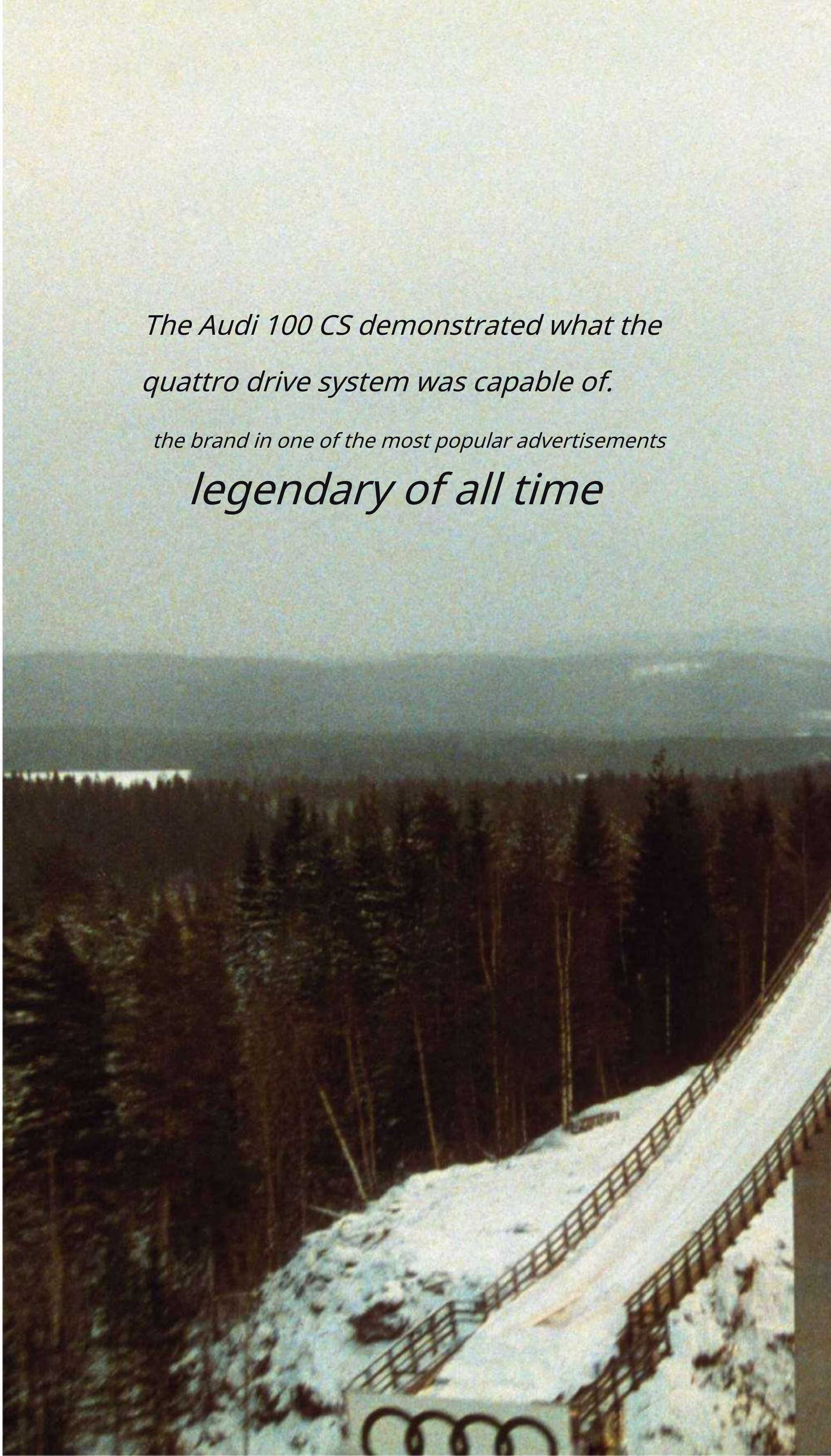
The magazine **Car and Driver** turns 30 this month. And with that excuse, the entire team has set out to reminisce. It's true that the journey down memory lane is more or less long depending on who takes it. In our ranks, there are people who, 30 years ago, hadn't even had their parents' first kiss. Looking back is a brave exercise. You discover what you owe to those who were here before you, you're amazed by all that was treasured in these hard-won pages, and you put yourself in your rightful place in history (bigger, smaller... to each his own). But, above all, it helps you be grateful. Being part of this magazine's three decades of history is one of the greatest gifts a journalist can receive: a motoring enthusiast, a lover of paper, a believer in the power of new languages, and a romantic. Three decades may seem like a long time, they may seem like little, but, literally, for us, they mean everything. It's been 10,950 days since we started, with the hope of being the benchmark in the sector, with the commitment to offer truthful, critical, and rigorous information for those who want to buy a car, with the vocation to be present at the most important sporting events, with the mission of being the voice that accompanies the industry in times of prosperity and also in times of uncertainty. 10,950 thanks to all of you who have made this journey possible with your passionate reading, your criticisms, your company, your advertisements... In this issue you will find many of the reasons why **Car and Driver** is the world's leading brand in automotive information. But, above all, it addresses many of the challenges we're ready to take on in the next 30 years, at least. If you join us, this is where the new journey through time begins.



Jorge Alcalde,*director*

FOTO IMPACTO

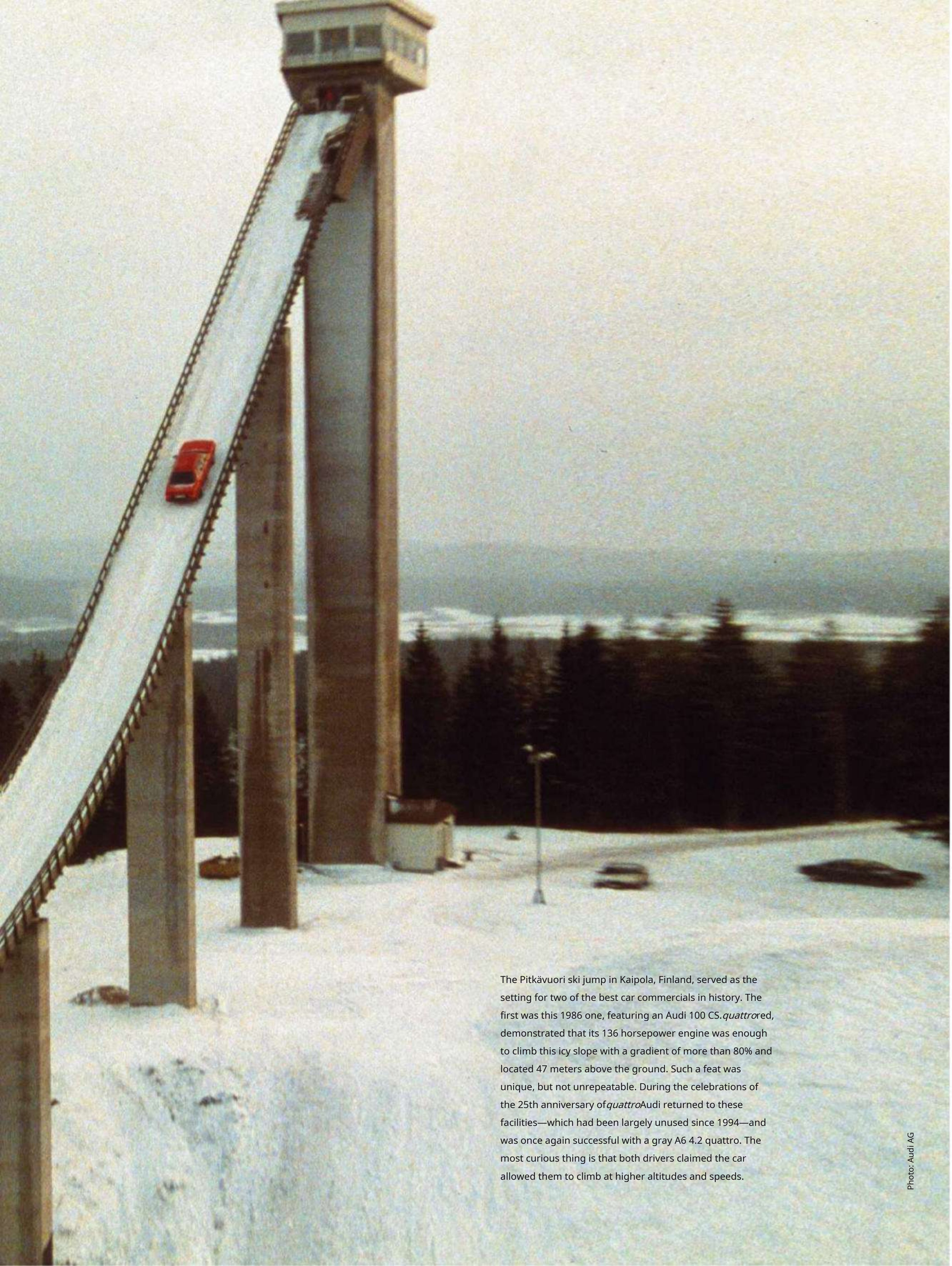
CAR AND DRIVER



The Audi 100 CS demonstrated what the quattro drive system was capable of.

the brand in one of the most popular advertisements

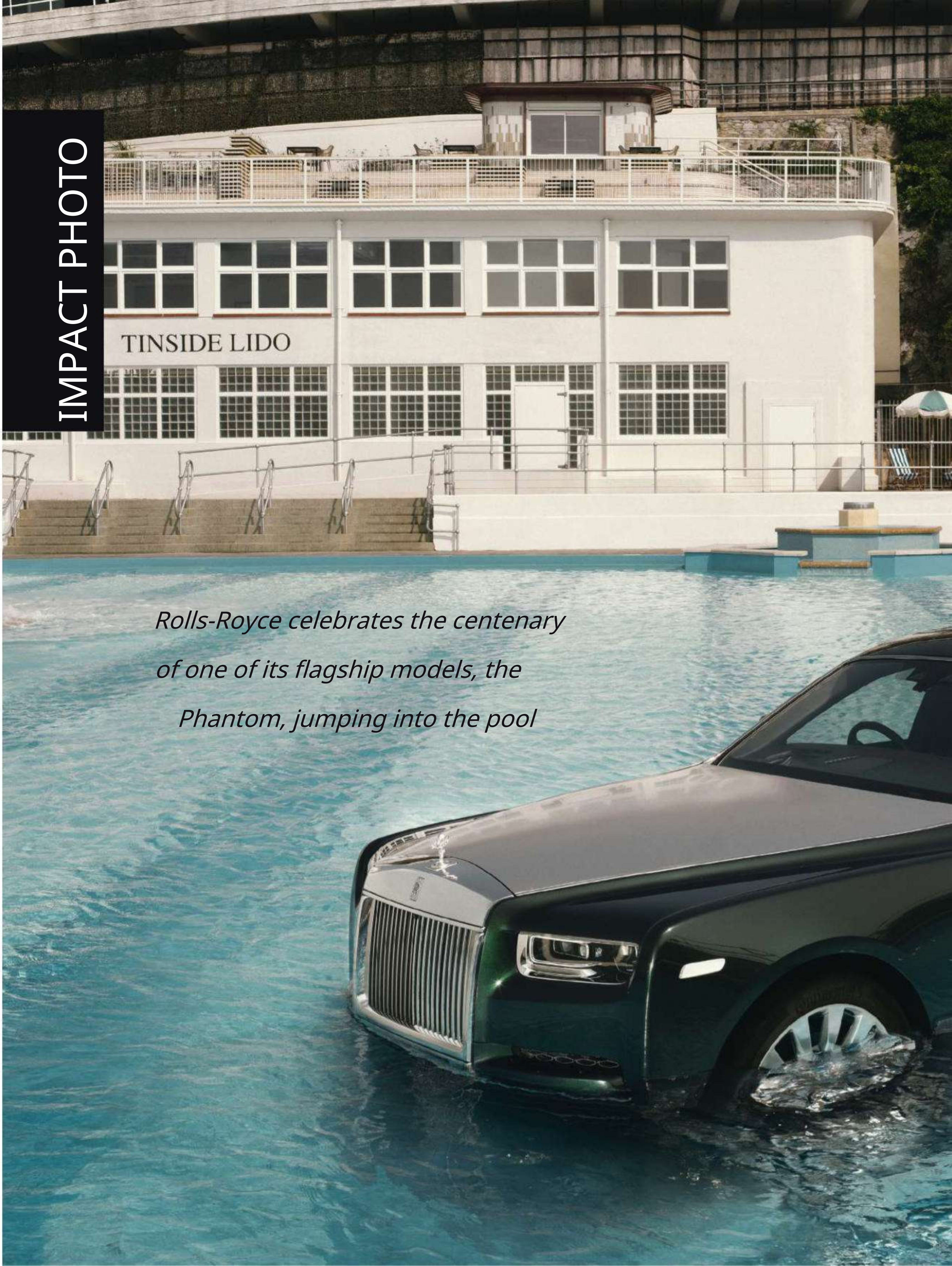
legendary of all time



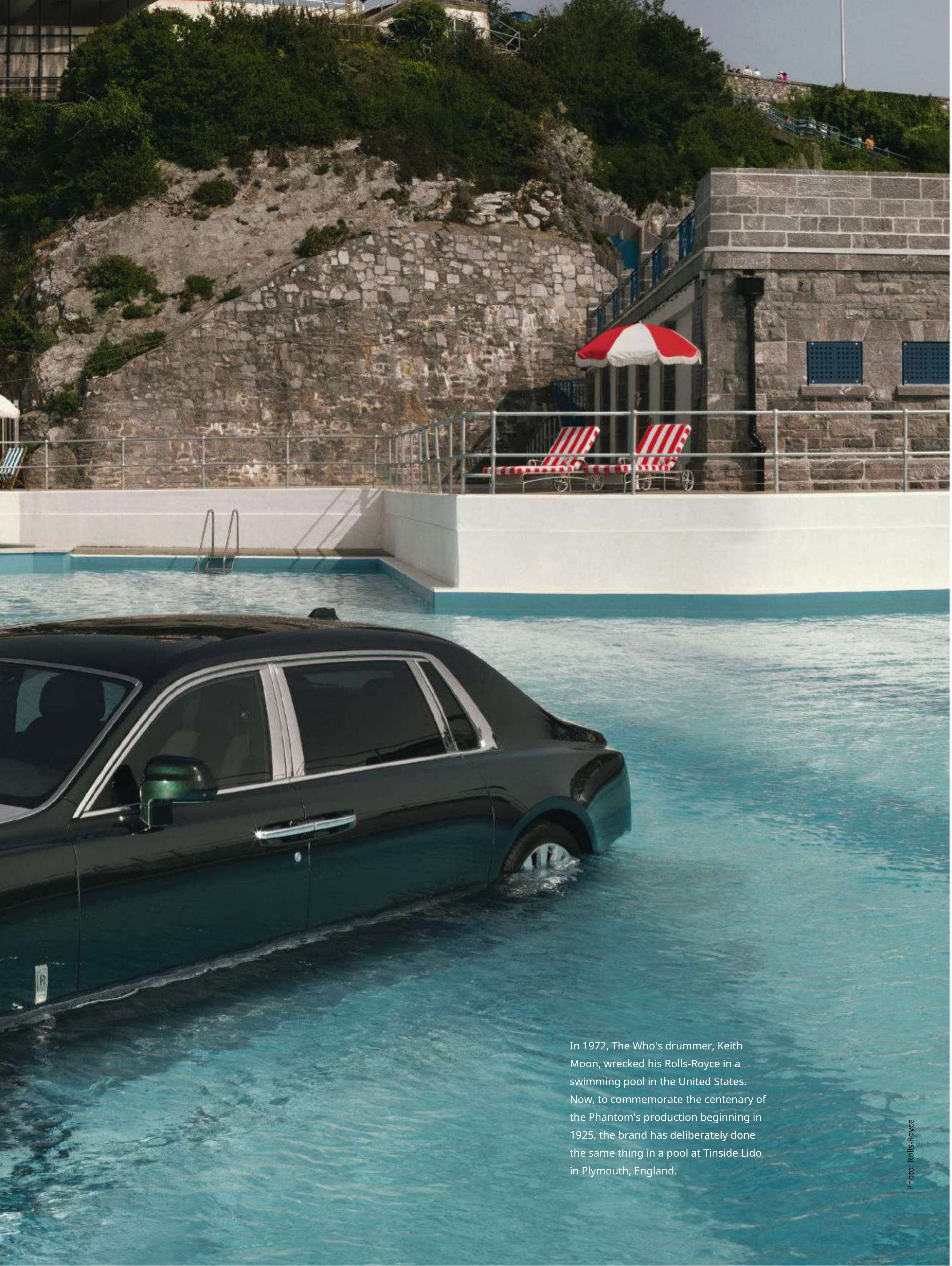
The Pitkävuori ski jump in Kaipola, Finland, served as the setting for two of the best car commercials in history. The first was this 1986 one, featuring an Audi 100 CS.*quattro*red, demonstrated that its 136 horsepower engine was enough to climb this icy slope with a gradient of more than 80% and located 47 meters above the ground. Such a feat was unique, but not unrepeatable. During the celebrations of the 25th anniversary of*quattro*Audi returned to these facilities—which had been largely unused since 1994—and was once again successful with a gray A6 4.2 quattro. The most curious thing is that both drivers claimed the car allowed them to climb at higher altitudes and speeds.

Photo: Audi AG

IMPACT PHOTO


TINSIDE LIDO

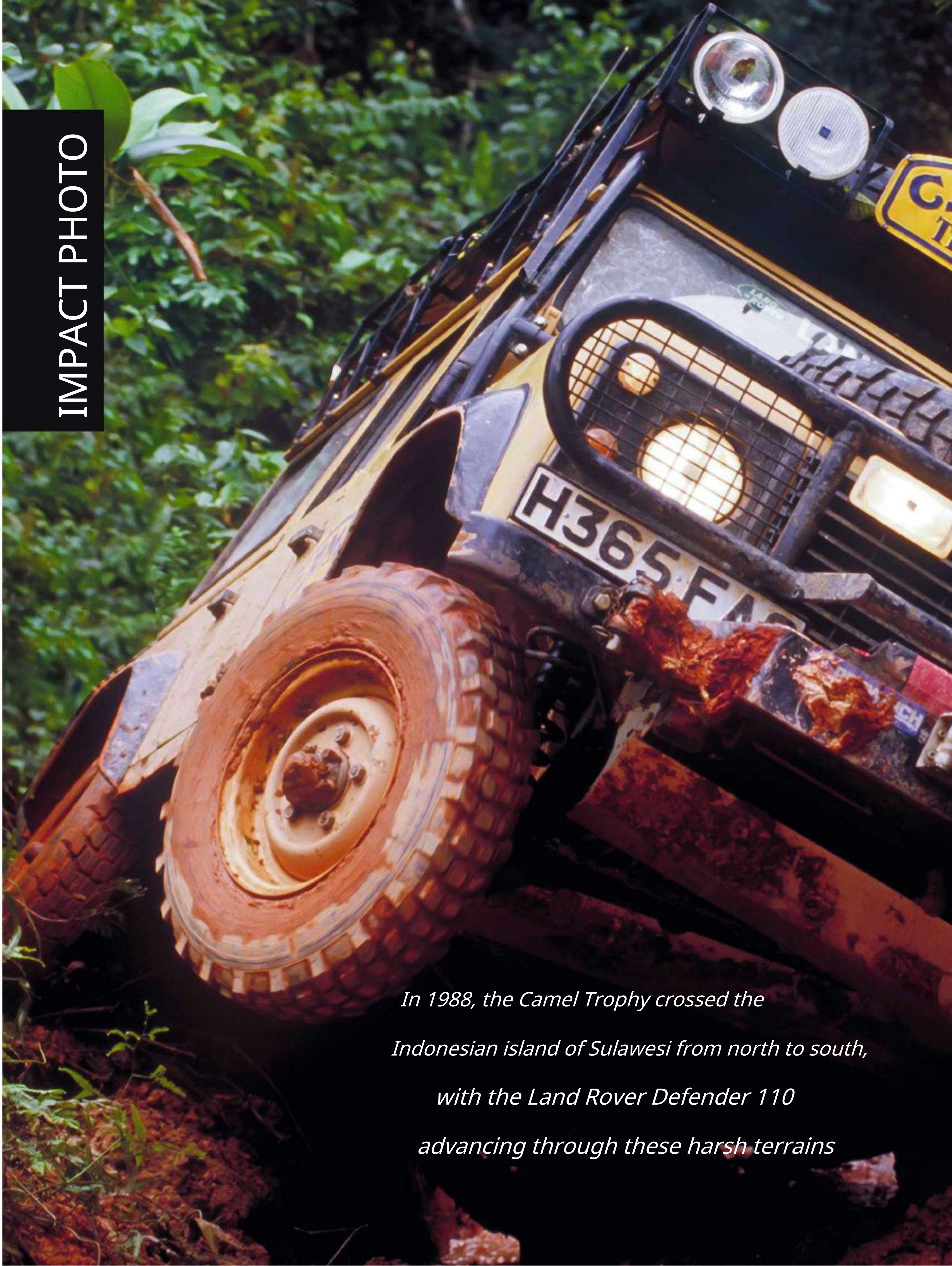
Rolls-Royce celebrates the centenary of one of its flagship models, the Phantom, jumping into the pool



In 1972, The Who's drummer, Keith Moon, wrecked his Rolls-Royce in a swimming pool in the United States. Now, to commemorate the centenary of the Phantom's production beginning in 1925, the brand has deliberately done the same thing in a pool at Tinside Lido in Plymouth, England.

Photo: Rolls-Royce

IMPACT PHOTO



In 1988, the Camel Trophy crossed the Indonesian island of Sulawesi from north to south, with the Land Rover Defender 110 advancing through these harsh terrains

CAMEL TROPHY
LAND ROVER
DEFENDER

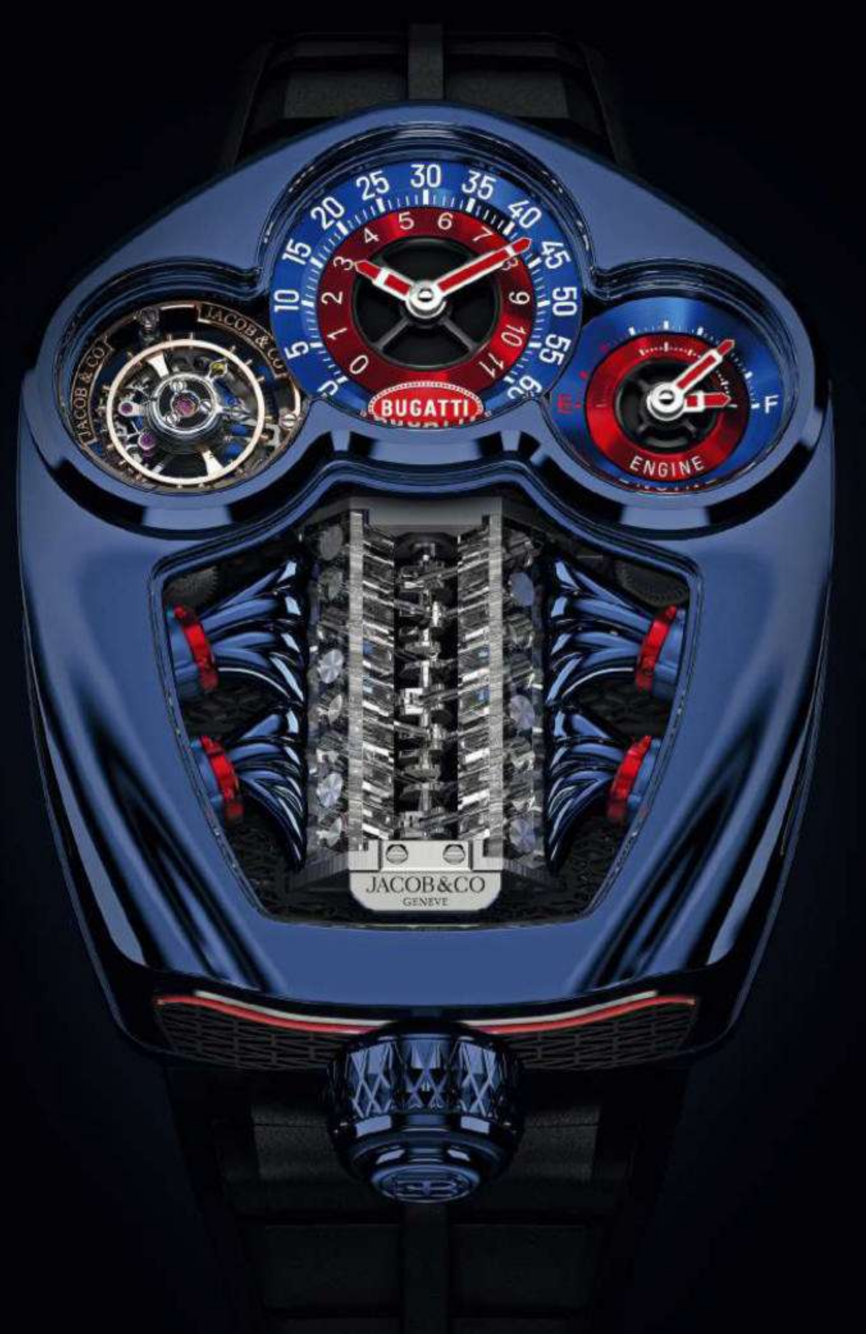
For two decades, Camel Trophy Land Rovers faced the most inhospitable terrain on the planet, in teams of two participants from different countries. Now, 26 years after its last edition, the Defender Trophy is born for a new generation of adventurers with a global goal.

Photo: Land Rover Archive

PLANET MOTOR

CURRENT EVENTS FROM ANOTHER POINT OF VIEW: TRENDS, CURIOSITIES AND MORE

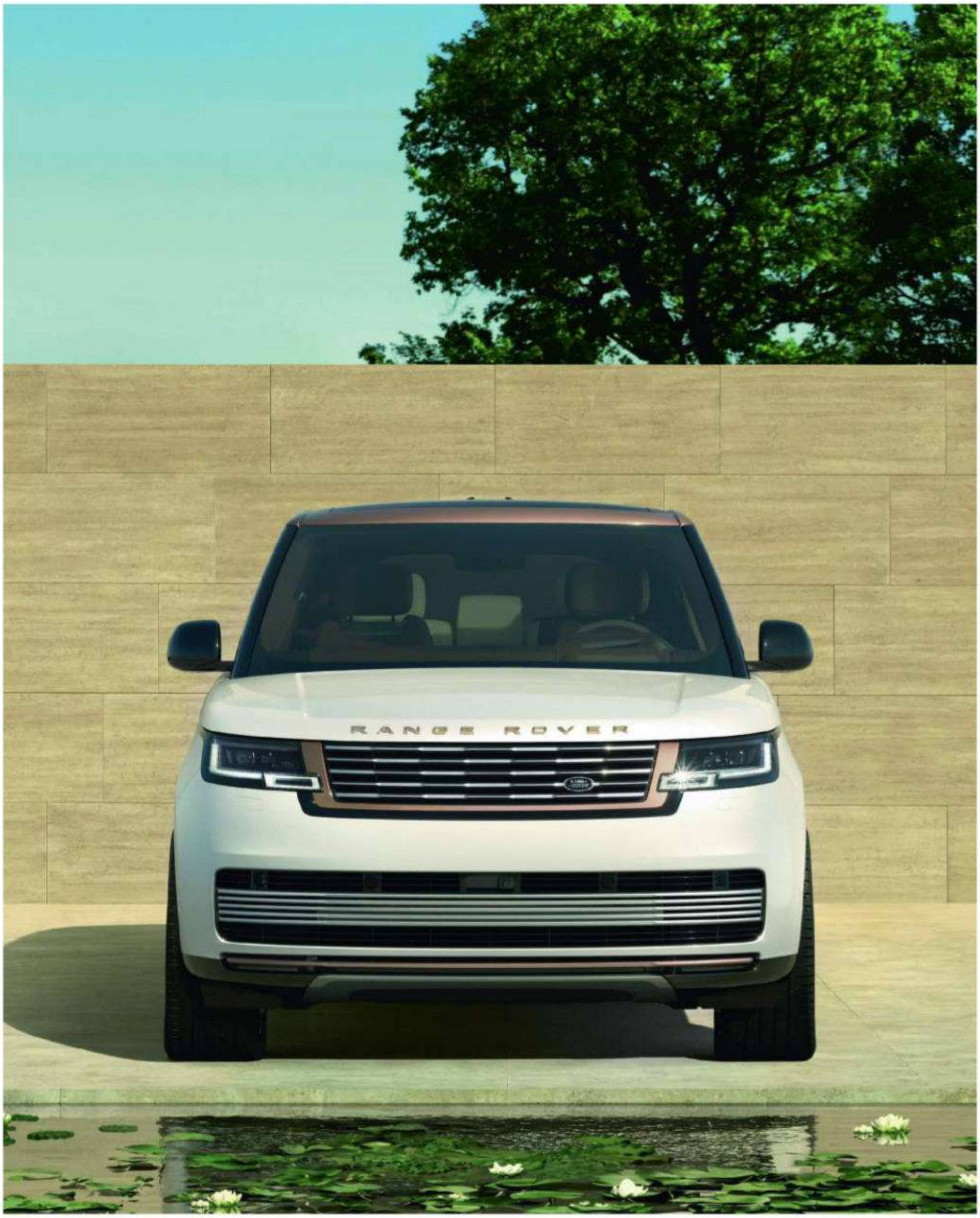
TEXT: PEDROBERRIO



Faster, more luxurious

The new Bugatti Tourbillon was to have a watch so that its 250 future and lucky ones owners could show it off alongside their hypercar. Jacob & Co. has created this spectacular chronograph that has the same name as the first Bugatti plug-in hybrid. Inside you can see the machinery, a spectacular reproduction of the V16. Depending on its finish, the Tourbillon costs between 265,000 euros – like the one in the photography– and 835,000 euros if it is the Baguette, covered in diamonds.

RANGE ROVER



Range Rover range 26MY. Combined WLTP fuel consumption 2.7-12.0 l/100 km. Combined CO2 emissions,WLTP 62-272 g/km. Combined EV electric range 102-117 km. 5-year or 150,000 km warranty and 3 years of roadside assistance. More information at rangerover.com.

The alliance of the rapids

Mercedes-AMG and adidas have joined forces to develop products and technologies that They don't just have speed as their goal. The creation of new materials sustainable, such as Labfiber, a combination of recycled rubber and vegetable proteins and biopolymers, with appearance Leather, used in the interior of the Mercedes-AMG GT XX Concept and in the adidas Adizero.

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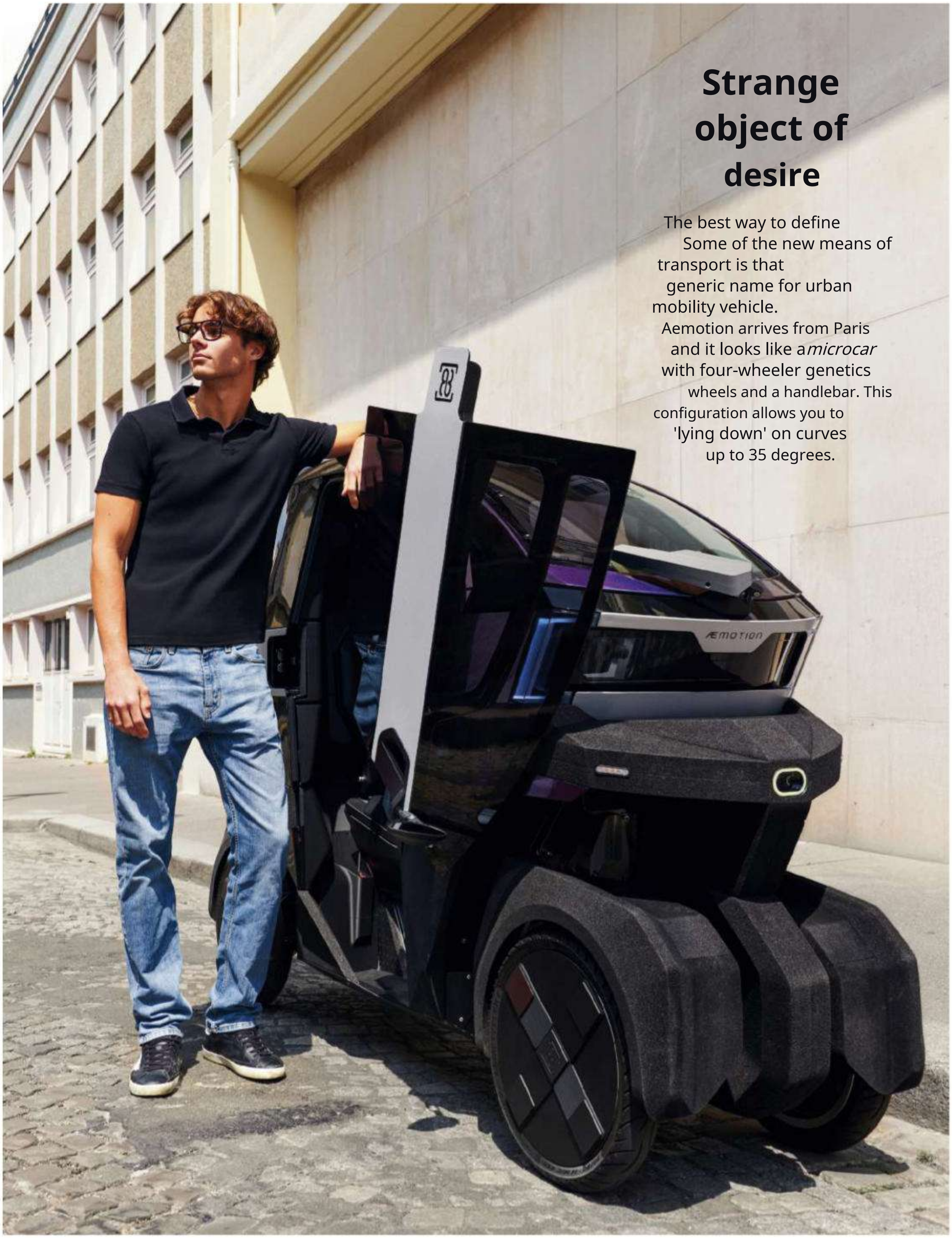
*Consulta condiciones en toyota.es

CO$_2$ emissions (g/km): 105 - 115. Average consumption (l/100 km): 4.7 - 5.1
***Price corresponds to Toyota C-HR Hybrid 140 Advance. Financed price: €29,400. Toyota Easy Plus: €850. Cash RRP: €32,690. Down payment: €10,982.70. APR: 7.50%. APR: 8.71% (optional Toyota Easy Plus is not included in the financing cost for the purposes of calculating the APR). 49 months: 48 installments of €160/month and final installment: €17,948.35. Financed arrangement fee (2.99%): €576.09. Total loan amount: €19,843.39 (includes Toyota Easy Plus). Total amount due: €25,628.35. Total price in installments: €36,611.05. Total cost of credit: €6,361.05. Interest amount: €5,784.96. French amortization system.**Financing offer with the Toyota Easy product from Toyota Kreditbank GmbH, Spanish branch. Minimum financing capital is €17,000 (if the final installment is higher, the minimum will be its value). VAT, transport, registration tax, promotion, and dealer contribution included. Other registration fees, metallic paint, and optional equipment are not included. Toyota Easy Plus package with a 4-year warranty and maintenance package (one maintenance every 15,000 km or one year, whichever comes first).

Toyota Relax Warranty, up to 15 years or 250,000 km for your Toyota, renewable annually. See terms and conditions at www.toyota.es. The model displayed may not correspond to the model offered. Offer valid until 1/12/2025 in the Peninsula and the Balearic Islands. This promotion cannot be combined with other offers or discounts. Fleet vehicles are excluded from this promotion. Offer offered by Toyota España SLU (Avda. Bruselas, 22, 28108 – Madrid) and its dealer network. For more information, see the conditions at your usual dealer or at toyota.es. Fuel consumption and CO$_2$ emissions are measured in a controlled environment, in accordance with European regulatory requirements. For more information, or if you are interested in the values of a vehicle with a different trim level, please contact Toyota España, SLU or your Toyota dealer. Driving style, along with other factors (road and weather conditions, traffic, vehicle handling, equipment installed after registration, load, number of passengers, etc.), plays a role in fuel consumption and CO$_2$ emissions.



Strange object of desire

The best way to define Some of the new means of transport is that generic name for urban mobility vehicle. Aemotion arrives from Paris and it looks like a*microcar* with four-wheeler genetics wheels and a handlebar. This configuration allows you to 'lying down' on curves up to 35 degrees.

Nuevo Kia Sportage.
Ven a conocerlo a tu Concesionario Oficial Kia.
2525 SPE
Movement that inspires
0
ECO
Emisiones CO_2 combinadas WLTP (g/km): 126-146. Consumo combinado WLTP (l/100km): 5,6-7,4.

My Porsche at work

Only a lucky 911 will be able to sit down and work in one of These exclusive office chairs from the Swiss firm Vitra, specialized in furniture of design, has been created in a limited edition. It is the ID Trim L Pepita Edition by Vitra for Porsche, with the same classic and elegant upholstery, that the first ones carried 911, the so-called "nugget" and its unmistakable print. Each one costs 1,911 euros.

smart
El tiempo
es mejor
sin límites
RANGE
590
KM
400
CHARGING SPEED
kW
800V
ARCHITECTURE

Discover the new smart #5: up to 590 km of autonomy and ultra-fast charging from 10 to 80% in less than 18 minutes.*

It's free to try.
Falling in love, inevitable.

Scan and book your driving test now

smart #5: Combined energy consumption in kWh/100 km (WLTP): 18.4 (Pro+ / Premium), 18.5 (Pro), 19.9 (BRABUS/Pulse/Summit Edition); combined CO_2 emissions (when in operation) in g/km (WLTP): 0; CO_2 class: A; electric range (WLTP) in km: 590 (Pro+/Premium), 465 (Pro), 540 (BRABUS/Pulse/Summit Edition);-4
Under optimal conditions, the smart #5 can be charged from 10% to 80% on a 400kW DC fast-charging station in 18 minutes, while the #5 Pro can be charged from 10% to 80% on a 150kW DC fast-charging station in 30 minutes.

THE HOT WHEELS
L EGENDS TOUR SPA IN &
PORTUGUE L 2025 NOW
YOU ARE THE WINNER,
ESTE FL AMOR
HONDA NSX WHAT
FIGHT TO REACH THE
GREATEST RANGE

HOT WINNER

TEXT: CA RLOSGARCÍ A -AL CA Ñ IZ PHOTO S: CHRISTIANCO LME NERO

THE JARAMA CIRCUIT It was decked out at the end of September to host the 2025 edition of the Iberian final of the Hot Wheels Legends Tour Spain & Portugal. It was time to find a successor to Santi Gracia's "El Bicho" from among five finalists, each representing a category – Modified, Retro, Motorsport, Stance, and Import. The jury in charge of this was composed of Mario Godoy, Hot Wheels designer; Hache, content creator and avid automotive enthusiast; Santi Gracia, last year's winner of the HWLT with "El Bicho"; and Carlos García-Alcañiz, editor of Car and Driver. The four debated for many, endless minutes to analyze each of the vehicles on display. These cars have come a long way since the selection process began at the beginning of the year, supported by the public's votes.*online* , something they also took into account since more than 600 projects were submitted in the initial phase of the competition.

Mario, H, Santi, and Carlos evaluated the finishing details, the stories behind each car, the garage spirit, the authenticity of the project... Many things that made choosing the winner even more difficult. Finally, in terms of points, Alberto Tena's Honda NSX took the win at the Hot Wheels Legends Spain & Portugal 2025 in front of hundreds of fans on the main stage.

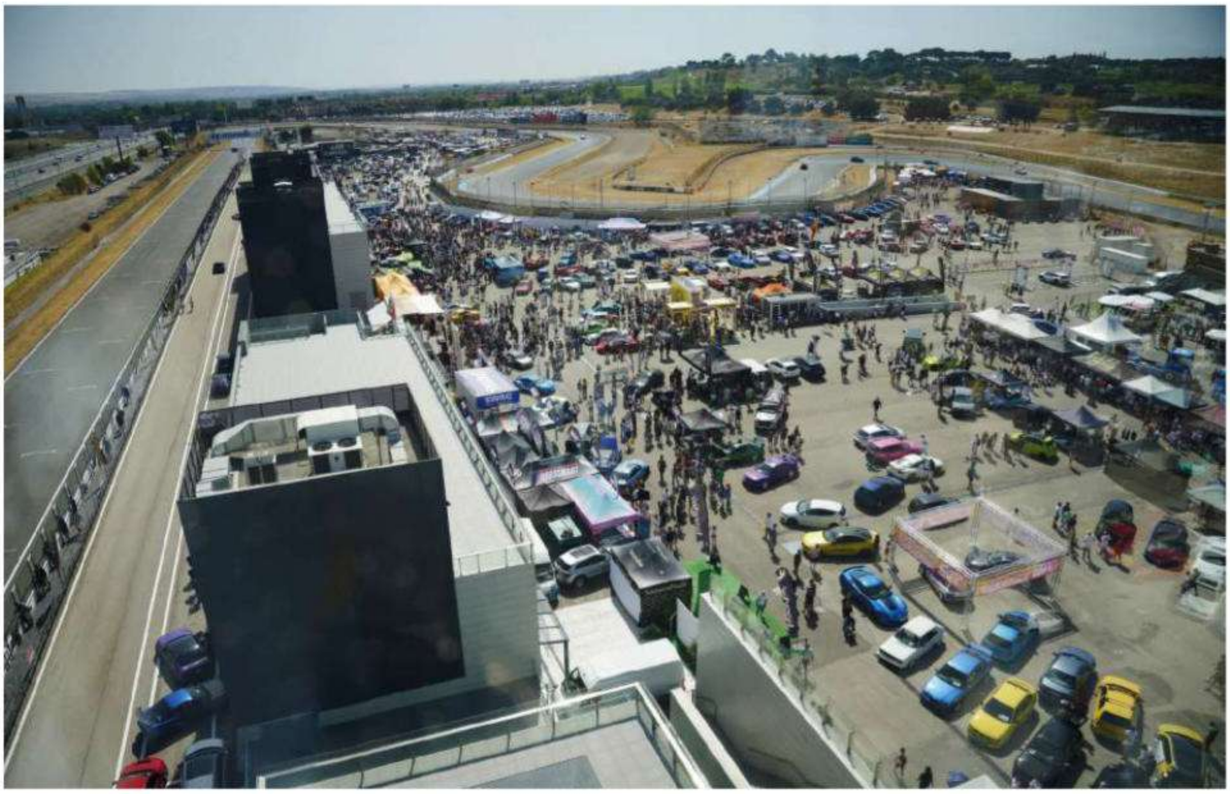
Days of non-stop

Track activity was also entertaining during the two-day celebrations thanks to the sessions organized by Eurocrew. Spectacular cars such as an Audi R8 V10 Coupé, several BMW M3s and M4s, a Porsche 911 GT3 RS, and the star-studded SLS AMG GT3 entertained the crowd, who cheered the drivers on to go faster and took pictures with their mobile phones on iconic corners like Farina, Le Mans, and Fangio, the corner at the end of the straight. It was striking that many of them were minors, which made it clear that there is a passion for cars.

Off the track, Hot Wheels and its stand stole the show. Anyone could buy the most original and fun toy cars, and also see the new lines launched this year: the F1 line featuring all the drivers on the grid, and the Brick Shop construction line, a huge success, having received the "Best Toy Chosen by the Jury" and "Best Construction Toy" awards from the Spanish Toy Manufacturers Association. The spectacular Bon Shaker didn't want to miss the party: it was a star among the little ones who climbed in to take the typical souvenir photo.

LEGENDS
HotWheels
TOUR

Alberto Tena is He carried the trophy that certifies him as winner of the Hot Wheels Legends Tour Spain & Portugal with a Honda NSX ready to give 470 horses, “although I hope to reach the 700”, as he told us after proclaiming himself champion.



The success of public and participation they cheer for Hot Wheels and Eurocrew to launch a new call for applications seek to do miniature that car special and different. Be careful because In a few months a new one will be announced new edition.

LEGENDS TOUR
HOT WHEELS
LEGENDS
GRAND FINAL
DEKRA

REASON AND HEART

ALFA ROMEO TONALE

In a short time, the Tonale has become the best-selling Alfa Romeo of recent years. Now it's heading into 2026 with a minor update that includes some aesthetic and equipment tweaks. It retains gasoline, hybrid, and even diesel engines, as well as its sporty touch.

TEXT: RODRIGO PA REJA

E

It's the brand's most successful model in recent years. It's the Tonale, which heads into 2026 with an update that includes some aesthetic and equipment changes. Its dimensions remain unchanged. It measures 4.53 meters long, 1.84 meters wide, 1.6 meters high, and has a wheelbase of 2.64 meters.

Aesthetically, it barely differs from the current generation, with some tweaks to the front, inspired by the historic 33 Stradale and GT 2000, and the side, which includes redesigned wheels that improve brake cooling. Available in 19 or 20 inches, there are also features reminiscent of the sportier Giulia GTA and GTAm.

As for the interior, new color and finish combinations stand out, with more customization options. which even include different types of seats.

This update is completed with a special launch version with specific equipment, including, for example, a new multi-color ambient light with a gradient effect on the dashboard, whose design is inspired by the skin of a snake, the famous Alfa Romeo Biscione, to give an extra touch of customization to the Tonale's already distinguished interior.

As is typical for the brand, the engine offering is comprehensive, with different options and engines updated to meet the Euro 6E-bis standard. There are gasoline, hybrid, and even diesel versions. The electrified models are equipped with an improved hybrid control processor, which makes power delivery faster, more linear, and more continuous. The transitions between the internal combustion engine and the electric motor are now seamless, according to the brand.

In terms of dynamic handling, no changes are expected. The balanced 50:50 weight distribution and independent McPherson strut suspension with sporty tuning are maintained, along with Brembo brakes.

Within the Tonale range, the most powerful variant is the Q4 version, which includes all-wheel drive. It is equipped with a plug-in hybrid engine with 280 horsepower which, for example, allows a acceleration from 0 to 100 km/h in 6.2 seconds. It has a autonomy in mode pure electric of up to 80 kilometers, making it perfect city or long displacements.

AR 025TN

KNOWING HOW TO TAKE RISKS

RENAULT CLIO

In its sixth generation, the Clio comes out on top with improved engines, a great technological leap and an aesthetic that leaves no one indifferent.

TEXT: DIEGOGARCÍA

CLIO
FULL HYBRID E-TECH

R Clio is usually at home when it's pushing against the grain, and with the new generation of the Clio, it proves it once again. While many of its rivals are retreating from the small-car game, the diamond-shaped brand is doubling down on its stance, bringing the new Clio closer to compact territory with its brand-new 4.12 meters in length and 2.59 meters between the wheels. This increase in size is dressed in a groundbreaking and indifferent design, which emerges from a novel aesthetic language conceived to awaken passions. The interior reflects that same spirit, offering five seats with good comfort for four people and a driving position that invites you to take a decent position.
sporty. Although it's not exactly a narrow cabin, the feeling of space is almost identical to that of the previous model.

The exception is the trunk, with 391 liters more usable and accessible. Where we do find improvements is in the engine range, with the new 1.2 TCe three-cylinder engine, which, with 115 hp in gasoline and 120 hp in LPG, represents the entry-level option, leaving the spotlight to the 160-hp 1.8 E-Tech hybrid. A power figure that, combined with the 1,000 kilometers of range it can deliver in urban traffic—according to the brand—promises to turn the new Clio into the worst nightmare for the Toyota Yaris, the other great survivor of a B segment that, unfortunately, seems to have gotten used to saying goodbye to its legendary models.

In addition to its 29 driver assistance systems, the new Renault Clio debuts the OpenR Link system, with a clear focus on online entertainment: the brand will offer up to 2 gigabytes of mobile data per year for the first 5 years.

SHELBY® RACER CHRONOGRAPH 150TH ANNIVERSARY COLLECTION

BULOVA
LEGENDARY SINCE 1875

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Stellar Return

VOLKSWAGEN T-ROC

The second generation of the compact SUV is ready to reclaim the throne with a modern design and a family of electrified engines.

TEXT: CARLOSGARCÍA-ALCAÑIZ

E The T-Roc is one of VW's most popular cars, and it's popular with a wide range of audiences, appealing to young people and families alike. That's why the brand has taken the liberty of considering a complete, leisurely overhaul to make it even more appealing after a much-depreciated first generation that's been on sale for nearly eight years. The new model, which combines features of the ID.4 and Tiguan, is built on the MQB Evo platform and has grown 12 centimeters in length to 4.37 meters. Thanks to this stretching, the cabin is approved for five tall people. Even if adults over 1.85 meters tall can fit in the front seat, "passengers of similar height can sit comfortably in the back." rear”. The trunk has a capacity of 475 liters –30 more–.

In terms of powertrains, Volkswagen says the T-Roc will be sold exclusively with electrified engines, both to a greater and lesser extent. This definitively puts an end to the diesels that have brought the company so much joy in recent years. The entry-level versions are the 1.5 eTSI engines with 116 hp and 150 hp, with seven-speed dual-clutch gearboxes. They also confirm that they are working on two hybrids of unprecedented development, as well as two plug-in hybrids and a high-performance R. The new T-Roc will also be available with 4Motion all-wheel drive, which will arrive later.

The screens of the interior range from 10.4 inches to 13 inches and the top versions They have ChatGPT. It is possible It is worth noting that the steering wheel has the buttons back. physical. You will be able to mount a “large-scale” Head-up Display and will feature the latest ADAS.

THE HIGH RANGE

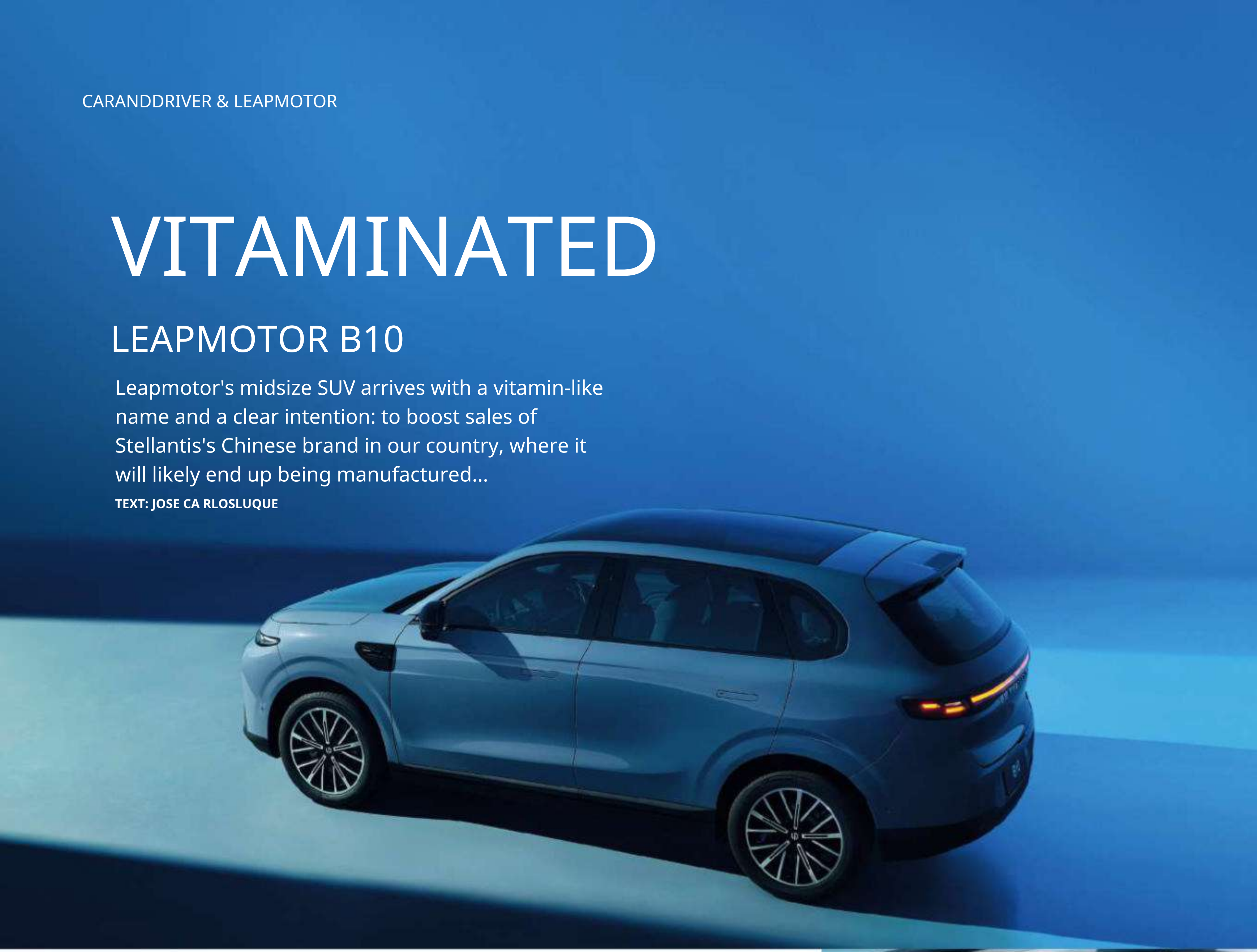
in electric mobility

DENZA Z9GT

With disruptive technology, the new vehicle from DENZA, the premium brand of BYD, arrives in Europe, incorporating the system and3Platform for safer and more stable driving in extreme situations, without sacrificing design.

L The range of elegant, high-end electric vehicles is enriched with the arrival of DENZA, BYD's premium brand. At the forefront of this striking landing is the Z9GT, a model with a Timeless, sophisticated design with pioneering technical architecture. A breakthrough that challenges expectations of a contemporary Grand Tourer. What defines the Z9GT is its exclusive technology called the e³ Platform, which has been developed specifically for DENZA. It holistically integrates and controls the rest of the car's dynamic systems. The Vehicle Motion Control (VMC), which acts as a brain, coordinates the traction of its three motors, the independent rear steering, and the brake and suspension systems, with a latency of just 10 milliseconds. This integration enables functions we didn't know we wanted by achieving an ultra-short turning radius of 4.62 meters. This capability not only makes parking easier but also improves stability during braking. It's capable of adjusting engine torque and steering in situations like a high-speed tire blowout, making the car easier to control.

High performance at the service of design Its three engines guarantee acceleration from 0 to 100 km/h in 3.4 seconds and a range of 630 kilometers. The intelligent design, meanwhile, has increased torsional rigidity by 32% while freeing up interior space, making it a spacious vehicle. This European debut demonstrates that efficiency and premium design can combine to create a unique driving experience.



VITAMINATED

LEAPMOTOR B10

Leapmotor's midsize SUV arrives with a vitamin-like name and a clear intention: to boost sales of Stellantis's Chinese brand in our country, where it will likely end up being manufactured...

TEXT: JOSE CA RLOSLUQUE

Leapmotor is accelerating its expansion in Europe with one of its key models, the B10, or as the brand's Spanish managers like to call it, its "vitamin car." The slogan will resonate especially well with those who follow the famous psychiatrist and writer Marian Rojas, who points out that we all have people who can brighten our day with their mere presence, our "vitamin people." And a good driving experience can have a similar effect, we can attest to that!

On sale from around 20,000 euros, including aid, the Leapmotor B10 features a slender body measuring 4.51 metres long by 1.88 metres high and a truly spacious and bright interior, making it very comfortable for five adults. technological, it stands out for its 14.6-inch floating touchscreen located in the center of the dashboard, but also for equipment elements such as the 360-degree parking camera, the panoramic glass roof with electric sunshade or the 17 ADAS systems that it includes as standard.

Based on the LEAP3.5 platform, it features a 218-horsepower engine with 240 Nm of maximum torque driving the rear wheels. It accelerates from 0 to 100 km/h in 8 seconds and has a top speed of 170 km/h. It can be chosen with a 56.2 or 67.1 kWh battery, offering 361 or 434 kilometers of range, respectively. An extended-range REEV engine similar to that of the Leapmotor C10 will be available in a few months.

Despite what its name – and price – might suggest, the B10 falls within the segment C and has dimensions superior to the BYD Atto 3, MG S5, or KGM Korando. Compared to them, it has a brighter and more spacious interior, especially in the rear.

Uno pendiente de cómo
funciona el nuevo entrenador
LA PASIÓN
NUNCA DUERME
EL LARGUERO CON MANU CARREÑO
LUNES A VIERNES DE 23:30H A 01:30H
SER

A –GREAT– ADVANCE

SKODA EPIC CONCEPT

The final Epic will be announced before the summer of 2026, a 100% electric vehicle that will be manufactured at the Landaben plant in Navarra for all of Europe.

TEXT: CARLOS GARCÍA-ALCAÑIZ

SKoda has already prepared its own interpretation of the Volkswagen ID. Cross Concept, which previews the second generation of the T-Cross. Also developed on the Group's MEB+ platform for small front-wheel-drive electric vehicles, the Epiq gives a glimpse into the Czech brand's future urban SUV, which will become the entry-level model for the plug-in SUV family. We'll see the final image in a few months, but the Epiq Concept showcases this car's features very well, to the point that it could very well be considered the final version...

With this prototype, Skoda evolves the lighting of the headlights and taillights in a new twist to its language. design, which is now known as “Modern Solid”. In the case of the front, they are more stylized and leave behind the shapes of the letter C to welcome the T. From the exterior, the size of the wheels (21 inches), the Cashmere matte paint and gloss black details such as those used on the bumpers and roof bars also attract attention. The truth is that Skoda has not revealed more details about the Epic as Volkswagen has done with its ID. Cross Concept. It is known that the street version will have a length of 4.10 meters long, will be approved for five passengers and will have a total load capacity of 475 liters, a global figure divided between the 450 liters of the traditional trunk and the 25 of the *frunk*.

Other features of the final version are bag hooks, hidden zippers and compartments under the floor, and a charging base for *smartphones*, physical buttons “and haptic scroll wheels.” The Epiq launch price will be around €25,000.

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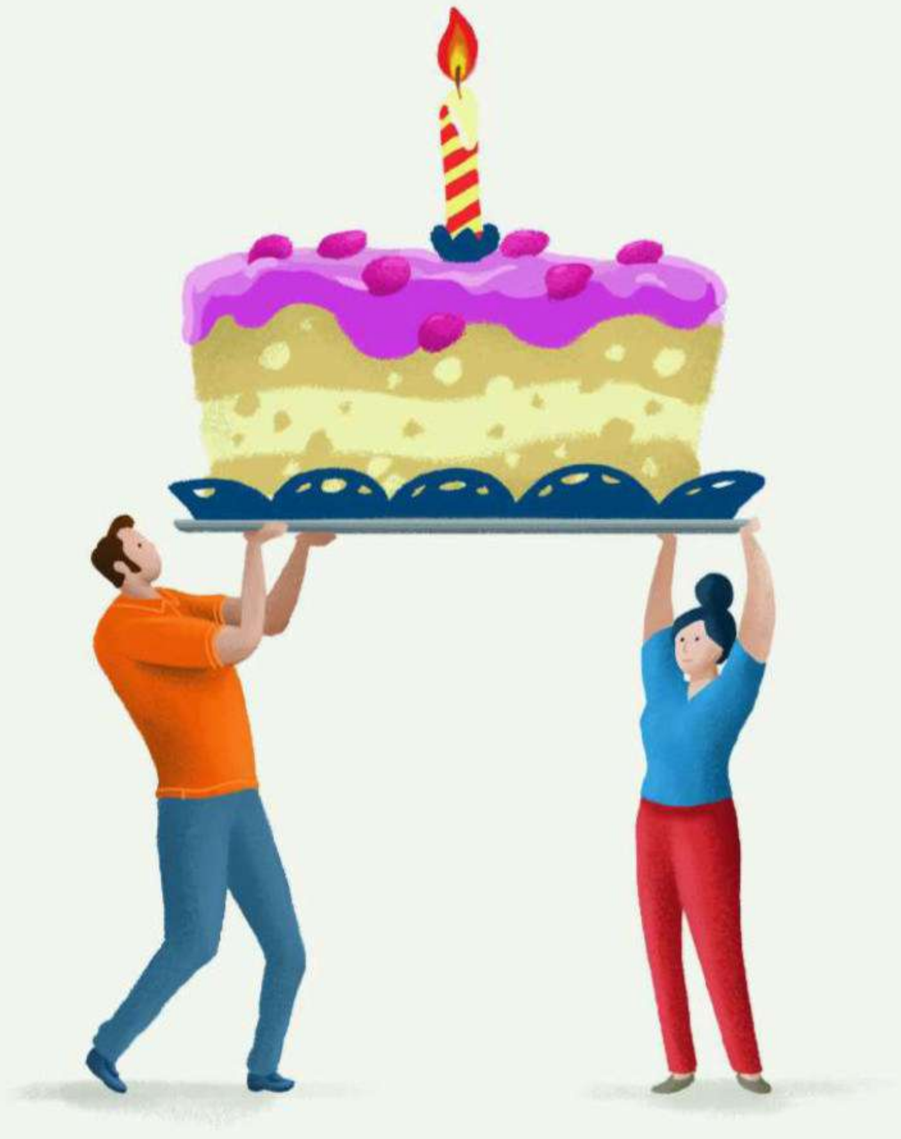
Car&Driver

A 30-year journey full of energy that has made you a benchmark in journalism, both inside and outside the motoring world.

We wish you a long journey full of good news.

Naturgy



TECHNOLOGY STYLISH

HONDA PRELUDE

The sixth generation of the Prelude will feature Honda's S+ Shift technology for the first time, which aims to enhance "driving pleasure," according to the brand. It will arrive in the European market—and Spain—in mid-2026.

TEXT: RODRIGO PA REJA

Honda has confirmed The arrival in Europe – once again – of a legendary car for the brand. It doesn't lose its coupé essence, but will feature an advanced system hybrid, as the canons dictate current market. It is the sixth generation of a car where said mechanics will be one of the fundamental premises, but which will also stand out at the level of cutting-edge technology and design.

T

Following its debut 46 years ago, the original model was considered a showcase of Honda's cutting-edge technology and high performance for five generations, until 2000. Now, the Japanese brand is bringing back this legendary model for its loyal fans, also on our continent.

As expected, it will feature a hybrid engine based on the technology developed by Honda S+ Shift, which, according to the brand, will enhance the "pleasure of driving." This device simulates a manual gearshift and allows for different operating modes. It is controlled by a push button and has four operating options: Comfort, GT, Sport, and Individual.

Honda's confirmation of the Prelude's arrival in Europe comes at a time when the Japanese manufacturer is celebrating a quarter of a century of experience in the hybrid segment, a time that The brand launched its debut with the Insight coupé. It was in 1999.

At the time of writing this issue of Car and Driver, Honda had not yet confirmed official details such as the power output or performance of the new Prelude. It is estimated to produce around 200 horsepower from a 2.0-liter four-cylinder gasoline engine, assisted by two additional electric motors.

What we do know is that it measures 4.53 meters in length, 1.88 meters in width, and only 1.35 meters in height. Its wheelbase is 2.60 meters. Therefore, it's clearly smaller than the Honda Civic and has a completely coupé body, characteristics that confirm that this will be an exclusive car, given that it has no direct rivals.

Honda has confirmed that the 2026 Prelude will feature some components derived from the Civic Type R, such as the braking system, which includes monobloc calipers supplied by Brembo. The platform is also derived from the compact car, but has been modified to increase lightness and, above all, rigidity—two key characteristics of a car with character and inspired by a classic sports car, as will likely be the case with the Prelude.

SOPHISTICATION GERMAN

BMW iX3

Meet Munich's most advanced electric car, the groundbreaking zero-emissions benchmark that marks a turning point for BMW. It's now a reality. It's time to welcome the Neue Klasse.

TEXT: BORJAD Í AZ

BMW is launching a new generation of vehicles that will mark a turning point in terms of aesthetics and technology. The first to arrive is this mid-size SUV, whose lines are not unlike the Vision Neue Klasse prototype, characterized by a front grille merging with the headlights and divided by two large vertical kidney grilles. The new design language allows for truly aerodynamic cars: the iX3 boasts a Cx of just 0.24.

From the inside out, the big revolution comes with a design concept based on four elements: BMW Panoramic iDrive, 3D Head-up Display, central screen with matrix backlighting, and a steering wheel with haptic buttons that light up when functions are available. We can't help but wonder why.
Let's forget about BMW Operating System X, the completely new operating system. Beneath its skin lies an innovative 800-volt architecture accompanied by four high-performance computers to control the vehicle—dynamics, automated driving, infotainment, basic functions, and comfort enhancement—as part of the software architecture. The sixth generation of eDrive technology promises 20% greater energy density, 30% faster charging speeds, 30% greater range, and up to 50% lower production costs than the previous architecture. With it, the 469-horsepower iX3 50 xDrive is capable of offering up to 805 kilometers of autonomy with the possibility of charging with direct current with powers of up to 400 kW. The German brand emphasizes that its electrical scheme allows connection to 400-volt networks for recharging, unlike the Mercedes CLA.

The BMW iX3 also features extensive bi-directional charging capabilities: to charging (V2L), to home (V2H), and to the grid (V2G). It also boasts being the world's first car to feature symbiotic braking (it also has symbiotic steering) and intelligent electronic fuses (which make the wiring thinner and lighter). Production will begin at the Debrecen plant in Hungary later this year.

The maximum charging power it supports

The new ix3's power output is very high, with 400 kW in DC and 22 kW in AC. Thus, it can add 372 kilometers. of autonomy in just ten minutes, figures very important for a car that claims a total range of 805 kilometers on a cycle mixed, according to WLTP.

THE FAMILY GROW

KIA EV5

The fifth member of Kia's EV family is number 5. Its size could easily pass for a fully electric Sportage, but that's not the case. This SUV has its own personality, a very spacious interior, and all the technology needed to build on the success of the EV3, which is a huge seller.

TEXT: CARLOS GARCÍA-ALCAÑIZ

Y

There's no trace left of the Kia Sephia and Magentis that arrived in the late 90s and early 2000s. You can check it out for yourself on the street or in the magazine you're holding, where you'll see that the Korean brand is revamping its entire range from top to bottom and expanding it with more models. In fact, the end of the year is packed with launches because the two EV4 body styles –*hatchback*and sedan– and the compact K4 is joined by the PV commercial line headed by the 5 with a price similar to that of a Picanto if you add the Moves aid and the financing discount and subtract the VAT. The EV5 is another of the cars that will arrive at the Korean brand's dealerships in October 2025, the fifth electric car offered in our country and with characteristics that could well make it pass for the zero-emission version of the Sportage, but no. The Kia EV5 is a car created *ad hoc*to compete in the plug-in midsize SUV segment, based on the Kia and Hyundai E-GMP platform. It measures 4.60 meters long and has a very wide wheelbase of 2.75 meters and a trunk with cargo volume ranging from 566 liters to 1,650 liters. It's precisely inside the EV5 where the space is most appreciated, especially in the rear. In this second row, the Kia is able to offer adequate seating for three adults for two fundamental reasons: the square shape of the rear and the absence of a center tunnel. Both of these factors contribute to its superior roominess compared to some of its competitors.

The EV5 will be available in Spain at launch with a 217-horsepower engine and an 81.4 kWh battery that allows it to achieve a range of over 500 kilometers. It also accelerates from 0 to 100 kilometers per hour in 8.4 seconds and reaches a top speed of 165 kilometers per hour. At the time of writing, there is no official price yet, but it is likely to start at around €39,000, about €2,000 more than the EV3.

The power of Charging the Kia EV5 with alternating current is 11 kW while in continuous it goes up to 150 kW. This means that the times vary between 30 minutes for the fast option and seven and a half hours for the slow option.

EV5 GT-Line

SECOND ROUND

MERCEDES GLC ELECTRIC

Don't call it the EQC, call it the GLC. Mercedes is "resetting" its SUV family with a zero-emission model that resembles its combustion-powered sibling so much that it ends up sporting the same name. It does, however, include new features that herald a new trend for the brand.

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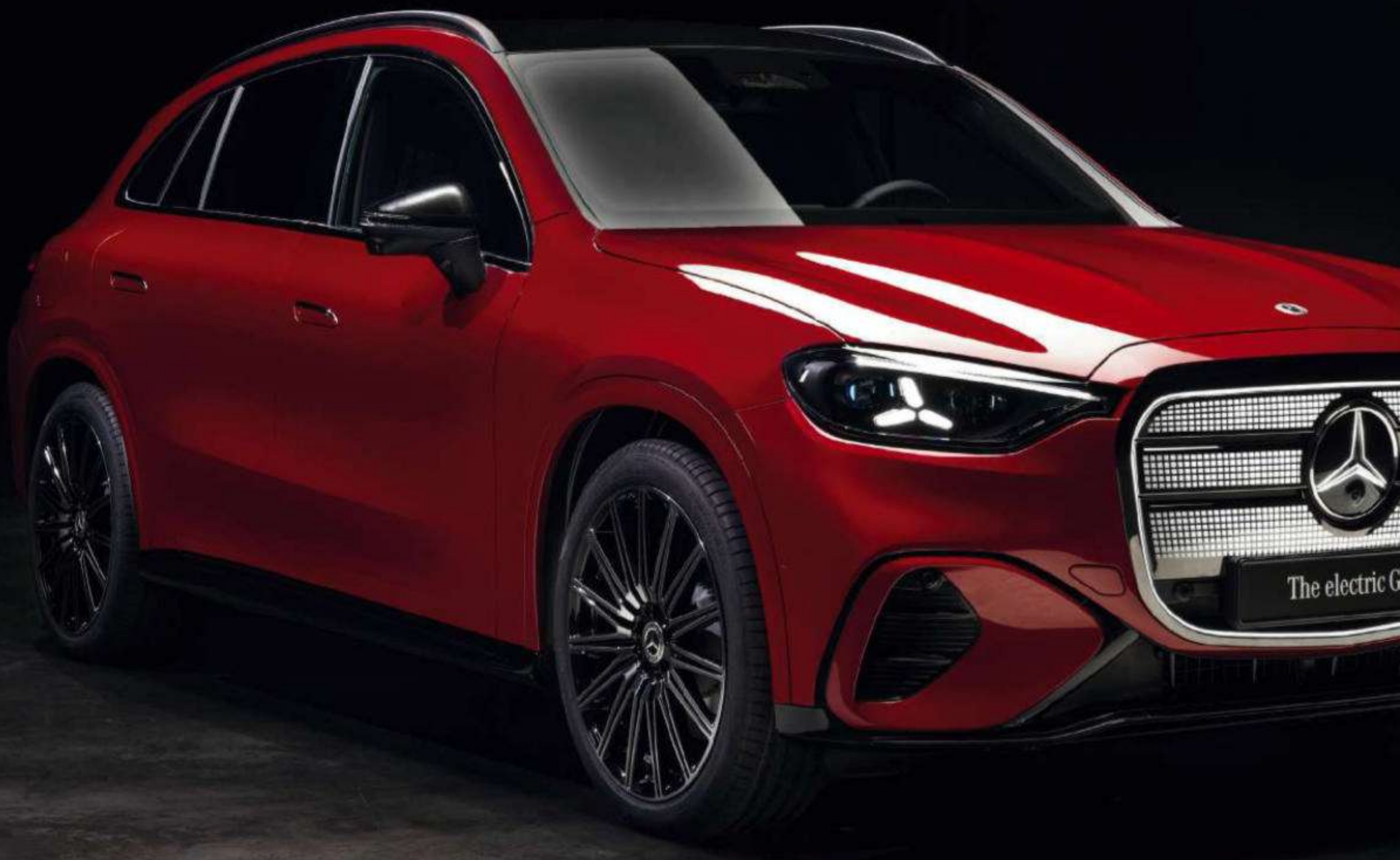


Although they may look similar at first glance, the new electric GLC, at 4.85 meters long, is 12 centimeters longer and even wider and taller than the gasoline GLC. It even has a better wheelbase and trunk capacity of 570 liters thanks to its different platform. Aesthetically, the new star-shaped light signature in the headlights and its neo-retro grille stand out.

H

It's been more than five years since Mercedes launched its family of electric models with the Mercedes EQC. Much has changed in the industry and electric technology has evolved since then, including within the company. For this reason, and with the aim of promoting this other side of the brand with zero-emission models, the EQC, and the EQ label in general, are going to begin to give way to a second batch of more mature electric models that are closer in style to their combustion counterparts, even in name. The new electric SUV in the D segment of Mercedes is also called the Mercedes GLC, and although it does indeed look like a GLC as we know it, it brings some new features to its design that are immediately noticeable, such as its new grille that seeks to recall that of the Mercedes from the brand's golden age, although with a twist with its backlit format with 942 LED points.

The difference, however, comes from the very foundation, because this electric vehicle also uses a different platform: the MB.EA platform specifically for battery-powered vehicles. This makes it larger and more spacious than its combustion-powered and PHEV cousin, and also allows it to offer ranges of up to 713 kilometers and 800V fast charging, allowing it to recover around 303 kilometers of range in just 10 minutes. This is the GLC 400 4 MATIC, the only version announced so far, which comes with 483 horsepower, although four other models with different configurations will follow.

Another completely revamped aspect is the driver's seat, featuring a 39.1-inch dashboard display, which is almost a meter long. This makes it the largest display ever installed in a Mercedes-Benz vehicle and possibly in any production car. Following its debut in Munich, the new electric Mercedes GLC is already preparing for market launch in the first half of 2026.

CEO DE VOLVO ESPAÑA

José María Galofré

“Hay que evitar *polarizaciones.*

It must be the consumer *whoever chooses the type* of vehicle that considers it better for him

TEXT: RODRIGO PAREJA

“The EX30 goes
path of
become
in the Volvo
best seller
in Spain”

**The year 2025 ends,
Has it been a good year for Volvo?**

We are very happy because the objectives of any company are to grow and be profitable, and we are achieving them. sales around 20% and profitability around 5%. Our dealer network is around 2% profitable, above the competition.

Part of this success is due to the fact that there's finally a sense of utility in using electric cars in the city, and that's helping us tremendously because we were the pioneers. In fact, the EX30 is on its way to becoming the best-selling Volvo in Spain. It's enjoying tremendous success, closely followed by the XC40. All of this in a market where electric car sales aren't performing as expected.

Indeed. Given this situation, what would you ask of the government?

Let them help us in a transition, which is good, but avoiding polarizations. I believe it should be the consumer who chooses the type of vehicle they consider best for them. I continue to believe that the customer and the citizen have to choose what's best for them. In the city, for example, electric cars are unbeatable. Furthermore, at Volvo, we break the stereotypes about electric cars being expensive. In everyday life, you save a lot of money, they're much more comfortable to drive, and they also pollute less.

Regarding aid, the Moves plan was launched for low- and zero-emission vehicles, but for a maximum of 12 months of age. This period should be extended, for example, to five years, as was done with the Prever scheme, and should also be applied to both new and used vehicles. This would also rejuvenate the vehicle fleet, which is over 14 years old.

Maybe a change of mentality is necessary...

It's hard, yes. We have habits where you stop when you need to refuel, you don't plan, because there are gas stations every 30 kilometers, you're 10 minutes away. and you're off. Our recommendation, as a brand concerned with road safety, and in my case also as vice president of FESVIAL (Foundation for Road Safety) Vial), we recommend rest stops, which are precisely the ones that can be used to charge the car because with a power of 150 kW in 10 minutes you get 200 kilometers of autonomy.

The arrival of a multitude of Chinese brands in the Spanish market represents a paradigm shift. What is your opinion of them?

I repeat the same thing as before: it's the citizen who should have an opinion. A similar phenomenon occurred 30 years ago with the arrival of Korean brands. Today, they've become the top five in the market's sales rankings. In my opinion, as long as they provide quality, the origin doesn't matter, but we should all compete on a level playing field. For me, it's much more important that, if they want to enter Europe, both manufacturing quality and worker conditions are audited and certified. Volvo is a benchmark in this regard. We are a responsible multinational in all the countries where we operate. We manufacture in China, the United States, and Europe. Employee working conditions must be certified, regardless of the country where they work.

Regarding the issue of government aid to businesses, this has already happened in Spain when brands from other countries began establishing themselves in our territory. Of course, I'm not against it because these types of situations generate wealth in the long run, but it must be, above all, a transparent process.

Let's go back to Volvo in particular. Its brand has always been characterized by its after-sales service. What can you tell us about this?

We are very concerned about time management, for example, regarding vehicle maintenance, when the customer has to go in for a checkup or visit the garage for any other task. This is where time is measured. the relationship between customer and brand. At Volvo, we apply a predictive system thanks to our highly-developed database. Complete with customer data. This way we can optimize time and tailor each case to your specific needs. We also have a dedicated app that allows you to manage all of this seamlessly. *on-line*, although it's also possible to contact a manager in person or by phone. This is the Volvo Car Plan (VCP), which allows, for example, standardized pre-planning, allowing you to know in advance how long a specific vehicle repair will take. This way, the customer is clear about what a repair will entail.

We all remember iconic images of Volvo station wagons, which are now disappearing forever. Don't you feel nostalgic?

Fashion trends last as long as they last. Functionality must also be taken into account, and the Swedes are a benchmark in this area. The truth is that there has been an evolution where it has been detected, and the figures confirm this, that the market demand is towards SUVs. When you discover that you have the same volume and cargo capacity as a station wagon, and that the driver's field of vision is better and access is easier, well, there you have it. It's true that they are less dynamic, conceptually, but in the end we have managed to make elegant cars, with a beautiful design and that

They fulfill the functional part.

Car and Driver turns 30. Do you think there's room for a print publication in such a digitalized world?

like the current one?

I believe the future is mixed. Applied to our business model, it would be multi-channel, although logically the situation has changed and we must adapt to market trends. Before, it was all paper, and now it's, let's say, 15%, but if managed well, I believe it's a profitable medium and has its audience. I think we need to measure carefully and adapt.

ASTON MARTIN
aramco
SAFETY CAR
aramco
aramco

ASTON MARTIN
MEDICAL CAR

SAFETY CAR DEPLOYED

The drivers to whom the world's fastest men entrust their safety welcome us and their mounts to a Silverstone threatened with rain. Ready for a truly immersive experience?

TEXT: JOSE CA RLOSLUQUE

Bernd Mayländer is one of the names I've mentioned most often since I became a motoring journalist and car tester. I've done so practically every time someone has asked me about the toughest experience I've had in a car, and I'm definitely going to mention him a lot more from now on. Bernd is something like the other Fernando Alonso of Formula 1, a true war veteran at 54 years old and with 25 years of experience in one of the most difficult jobs in the sport: Safety Car driver.

He is the only one capable of holding off the fastest men in the world on four wheels, and doing so with an inferior car and in hellish conditions. None other than the driver to whom those with the greatest risks entrust their safety. However, when he I knew that in the summer of 2009, the German was in our country and for a very different reason: the DTM or German Touring Car Championship.

Legend behind the wheel

Kind, polite and patient, Mayländer taught me how to ride in a racing car, how to wear a non-locking helmet properly and how to fasten a six-point safety harness. The experienced German driver did his best to ensure our *hot laps* with a car that that weekend matched the F3 lap times at Cheste, would be a pleasant experience. As you can imagine, it turned out to be quite the opposite. Especially because at the time I was a twenty-something with good friends and a partner in the capital of Turia who hadn't slept a wink the night before and had turned up at the track without breakfast. "What fantastic memories your story is bringing back! I had a girlfriend from Valencia back then and I never missed the DTM. They were cars."

"Exciting, although you won't enjoy today any less, you'll see..." Bernd tells me with a knowing smile, one of those that only appears on the faces of those who share a passion. In this case, passions.

The Aston Martin test track at Silverstone, adjacent to the circuit that hosts F1's most traditional Grand Prix, couldn't have been colder, and the intermittent rain typical of the area was also a source of water. So, how could I forget my ridiculous fainting spell when Bernd started warming up the tires?

Here it was going to be a mandatory maneuver... Instead, now he was much more focused on Explain to me all the controls on his Aston Martin Vantage FIA SC, which make it one of the fastest ambulances in the world, as my colleague Sergio Martínez likes to say. "Pay attention because I'm going to lap you three times, but you'll do the rest yourself!" my interlocutor emphasizes at the first attempt at fiddling with the siren buttons. They're so irresistible...

Privileged site

The Safety's ambiance is unique. Surrounded by roll bars, fire extinguishers, and the controls for the radio system, GPS, and the aforementioned sirens, you immediately feel the sensation of having entered an exclusive space. "Furthermore,

We have these two screens for the co-driver, which are important. On one side, we see the track, with information about each driver's location in real time, and on the other, we can follow the race so as not to miss a single detail. It's important to know where the yellow flags are, which area is problematic, but also where the race leader is at all times to get ahead and neutralize it," Bernd explains. And once this happens," I reply, "you start doing something that people don't imagine when they watch the race, right? Because everyone thinks you're going slowly... "Exactly! I have to go full throttle,-

The Aston Martin Vantage is a strict two-seater that hides a 4.0-liter V8 under its hood that delivers 665 horsepower to the rear wheels. Thanks to your rapid change of double clutch It can go from 0 to 100 km/h in 3.5 seconds and reach the 325 km/h of top speed. Enjoy this car on track with specific brake and exhaust equipment of the SC F1 –and with its multiple sirens–, It is priceless.

SILVERSTONE'S CHANGING RAIN DEMANDED GOOD *FEELING* TO CONTROL THE VANTAGE

BERND MAYLÄNDER, THE OTHER ALONSO OF F1 For more than 25 years, every weekend, the most ambitious drivers have put their safety in the hands of this 54-foot-tall German. Mayländer is a regular in Formula 1, and his Aston Martin Vantage is the perfect tool. A couple of upgrades to its brakes and exhaust are enough to turn the Gaydon sports car into the perfect machine for going fast in extreme situations, and with Max Verstappen hot on your heels...

ASTON MARTIN
MEDICAL CAR

MEDICAL CAR

KARL REINDLER, AN AUSTRALIAN ANGEL

The official Formula 1 Medical Car driver knows what it's like to win his country's F3 championship, and now he plays a crucial role in saving the lives of Formula 1 drivers. Although his car may seem like a suspicious lump at the back of the grid, in reality, every weekend Karl and his DBX 707 complete a lightning-fast first lap of the circuit and remain alert throughout the race. In the event of an accident, the first moments are crucial.

DON'T LET YOURSELF BE
GUIDED BY APPEARANCES,
THE MEDICAL CAR
IMPRESS EVEN MORE
THAT THE SAFETY

"Often on rainy days like today, so that the Formula 1 drivers don't get cold as much as possible, and with Verstappen, Norris, and company putting pressure on me because they have a lot at stake. Look, that's how I do it!" *Whaaaaat*–I manage to say just before watching how in a couple of seconds it turns on the 'Safety Car Deployed' lights and starts to weave through curves at a dizzying pace with the electronics almost disconnected. Inside, the lap after lap of this rat-eating track is so fast that it's simply inconceivable that cars exist. able to keep up with us... and swerving to keep their tires cool! The display comes to an end when I notice Karl Reindler, driver of the DBX 707 Medical Car, skidding skillfully in front. “Now comes the biggest surprise,” says Bernd, as friendly as ever, aware of the toll his Australian colleague takes on with his gigantic 2.3-ton SUV. “To the empty weight of this car, we have to add the powerful firefighting equipment we’re carrying, as well as the medical intervention equipment: bandages, scissors, and other tools.” for wounds or burns and – sometimes– even a defibrillator.” Amazing, I think as I realize that I am almost as cramped as in the Vantage, thanks to a racing bucket seat with the same characteristics, except here there are four of them!

I step into the ambulance Karl, who we've agreed is the most envied ambulance driver in the world, isn't alone. The FIA medical team travels in his DBX, and they have a role as important, if not more so, than him. So, I hasten to ask, it doesn't seem like you can reach high speeds like the Safety Car... "Look, let's simulate what the start of a Formula GP is like," he tells me. "Imagine all the cars in front of us and the traffic lights gradually going out... Here we go!" "Noooo! It can't be," I exclaim; "that was a *launch control* in every sense of the word, and also less expected than before. “Yes, right?” he smiles. “But keep in mind that the first few minutes are crucial for medical care, and the F1 cars disappear from your sight in a matter of seconds. The start is a moment of maximum risk—the entire first lap, in fact. If there's a serious accident in the final corners, our intervention must be immediate,” he explains. The DBX 707 Medical Car-

The Aston Martin DBX 707 reaches the 5 meters of long and exceeds the 2,300 kilos of weight – equipment doctor aside–. But it is one of the few SUVs that lives up to its name, Sport Utility Vehicle. Its 707 hp and 900 Nm twin-turbo V8 takes it from 0 to 100 km/h In 3.3 seconds it will reach a top speed of 310 km/h. I should have reviewed These benefits, before trying it...

IN FIRST PERSON.

To mark the 30th anniversary of this publication and the 75th anniversary of F1, Aston Martin gave us access to this world exclusive. Dan Connell, European Communications Director, gave us a truly warm welcome on a rainy day.

Silverstone. I promised his cars would arrive safely to the next race, and I kept my promise, but with a few more spins than expected.

It raises the hair on your neck because it's firm, has good traction thanks to a 4x4 system that the Vantage lacks, and also has more power and torque. But above all, since you're used to seeing it on TV like a beached whale at the back of the grid at every GP, its behavior breaks your mold. The laps with Karl are just as fun and only a little less fleeting, just before the crucial moment arrives: driving time.

Checkered flag

The DBX's steering is so precise that it's preferable to the two-seater, and from the elevated driving position, its performance is even more impressive. The SUV is pure efficiency, but with an extra touch of excitement that clearly distinguishes it from a Porsche Cayenne or a Bentley Bentayga. Like the Vantage, its twin-turbo V8 sounds incredibly good thanks to its track-ready exhaust, and everything seems to flow perfectly until the checkered flag is waved from the pit wall. "Look, just like in Formula 1!" I reflect, "that competition I'll never look at the same way again."

aramco
F1
aramco

ASTON MARTIN
ASTON MARTIN
aramco
FIA
SAFETY CAR

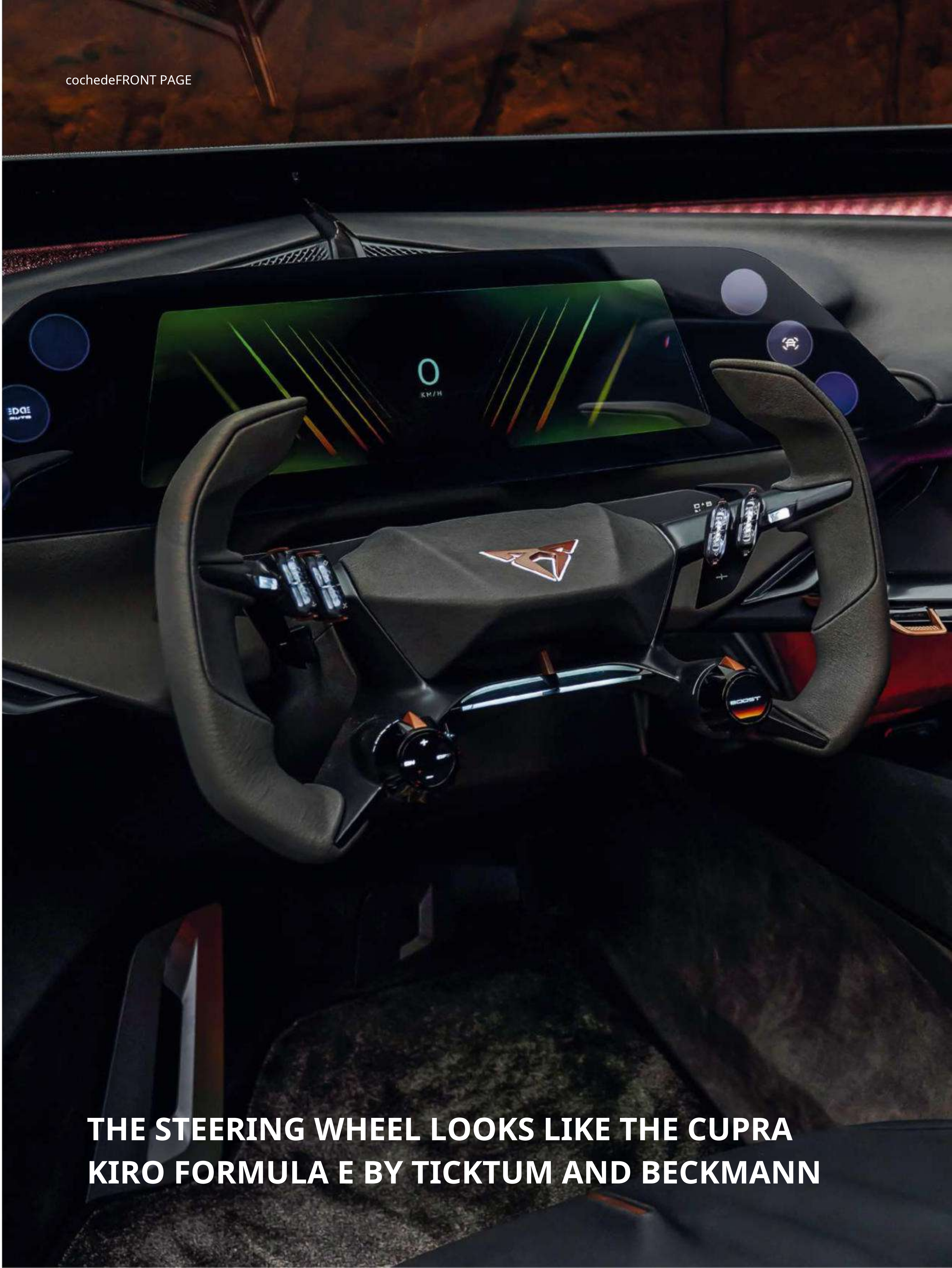
Although for the television not of that impression, both the Safety Car and the Medical Formula 1 cars really roll fast on the track and his duties are essential for the future of the race. Therefore, it is required that be cars so outstanding in all aspects like these two Aston Martin.

Cupra presents
an incredible
concept car
called
just like
a small one
mountain of
Fuerteventura.
The Tindaya
precisely
it is not 'small',
but a great one
SUV that
advances all
these things...

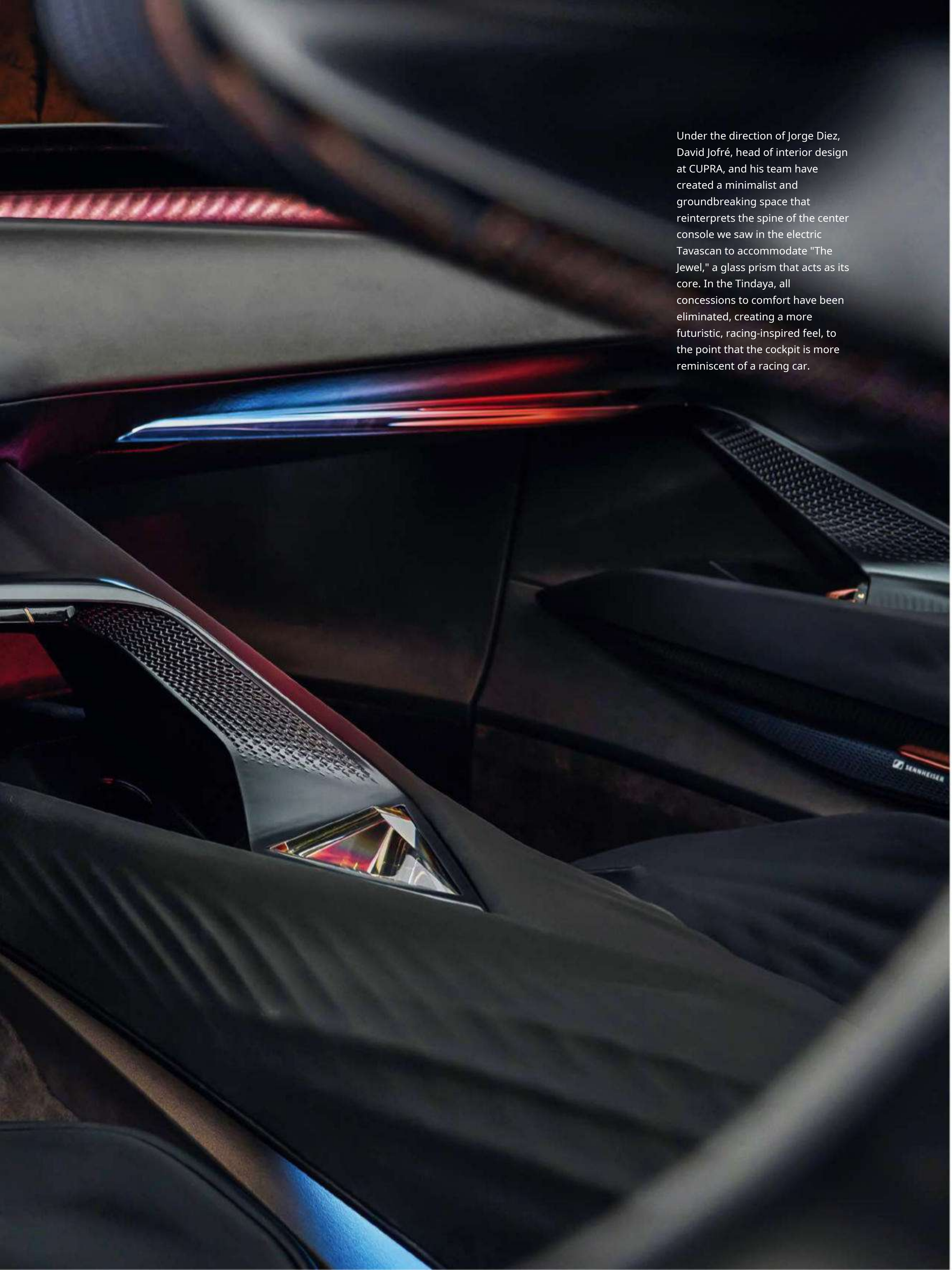
TEXT: CARLOSGARCÍA-ALCAÑIZ

THE VISION THE ARTIST

CUPRA TINDAYA



THE STEERING WHEEL LOOKS LIKE THE CUPRA KIRO FORMULA E BY TICKTUM AND BECKMANN



Under the direction of Jorge Diez, David Jofré, head of interior design at CUPRA, and his team have created a minimalist and groundbreaking space that reinterprets the spine of the center console we saw in the electric Tavascan to accommodate "The Jewel," a glass prism that acts as its core. In the Tindaya, all concessions to comfort have been eliminated, creating a more futuristic, racing-inspired feel, to the point that the cockpit is more reminiscent of a racing car.

If you want to know something, ask your mother, or better yet, Google or ChatGPT; they – and she – have the answers to almost everything. Try “How long did the Hundred Years’ War last?” and see what they answer. Try another: “Why and how does a flood form?” These tools have the gift of showing you anything you want, even ready to abbreviate. “Tell me the 10 most important scientists in history” and, in seconds, a dozen names appear on the screen. You can also ask for “The 10 fastest cars on the planet and their top speeds,” and brands like Koenigsegg, Rimac, BYD... come up. At Car and Driver, we’re also into creating. *rankings*, the only thing we rely on is the experience that comes with the years. Last issue, you saw one that dealt with the 30 most influential personalities in the automotive world, and in it appeared the name of Jorge Diez, design director of CUPRA. We're talking about one of the most important designers in the European automotive industry, a young Spaniard who has in his *resume* Being the father of the first Audi A7 Sportback and the second-generation TT. Now, Diez creates CUPRA's most daring and sporty cars. He has proven himself as much an artist as Giorgio Armani, whose fashion collections were inspired by his native Italy. Jorge's unique way of expressing the cosmopolitan life of a constantly evolving city like Barcelona is on the bodywork and glass of a car.

Ready for what's next?
Supported by a great team including Julio Lozano – Head of Exterior Design –, David Jofré – Head of Interior Design – and Francesca Sangalli – of Colour&Trim Concept&Strategy –, among others, Diez imagines what the Cupras of tomorrow will be like. Cars that must have a high emotional component without neglecting aspects such as safety and efficiency, agitated and unmixed arguments that result in incredible proposals such as the DarkRebel, a galactic and beautiful coupé.-

There are four seats separated from each other; Cupra calls them Cupbucket, and they define the space well.

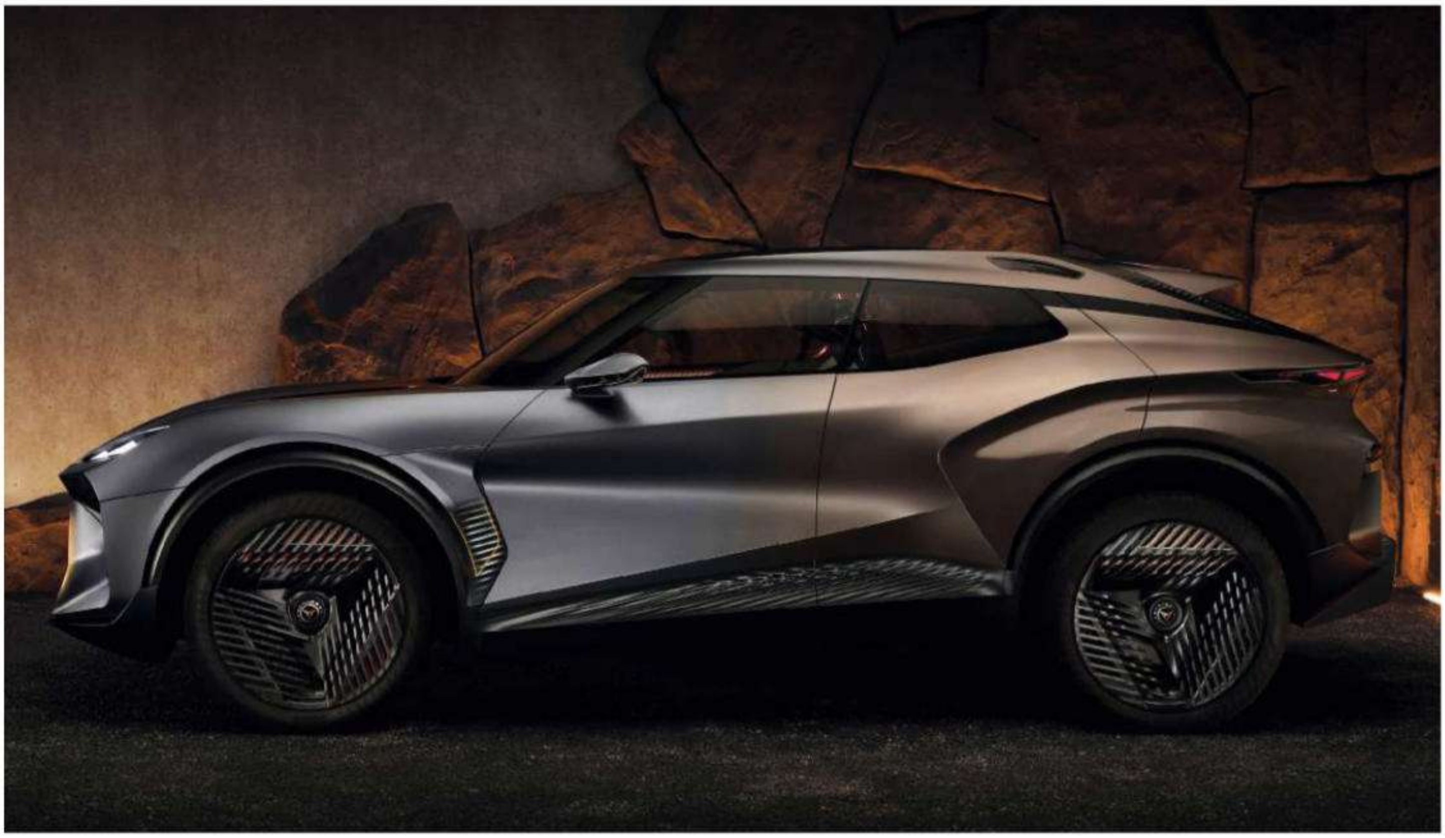
-prototype, or the Tindaya, one of the biggest attractions at the Munich Motor Show. Coincidentally or not, the German city where BMW is headquartered has been chosen to unveil this spectacular SUV, whose newsworthy value is so relevant to the sector that it deserves to be the "Cover Car" of the issue you are holding, which commemorates 30 years of Car and Driver in our country. They are almost the same as those of Cupra itself, which we first saw in 1996 linked to Seat with that original 150-horsepower Ibiza 16V painted green with white wheels launched to commemorate the Rally Championship won thanks to an Ibiza Kit Car.

The Tindaya previews the lines and features that the next generation of vehicles will sport, led by the Formentor, the company's best-seller, which will very likely reflect the long hood, the slanted headlights, and a vertically sloping tailgate that perfectly fits the dynamic lighting. That's clear, but Cupra CEO Markus Haupt goes a step further and confirms that the Tindaya "is not a dream, not even an ambition. It's our declaration of intent as a brand, and it's going to become a reality." This means that Diez and his colleagues are already working to make this Tindaya a reality.*showcar*become a reality. Logically, without the pomp of any concept vehicle, which allows it, for example, to sport exuberant 23-inch wheels that took thousands of minutes of computer modeling.

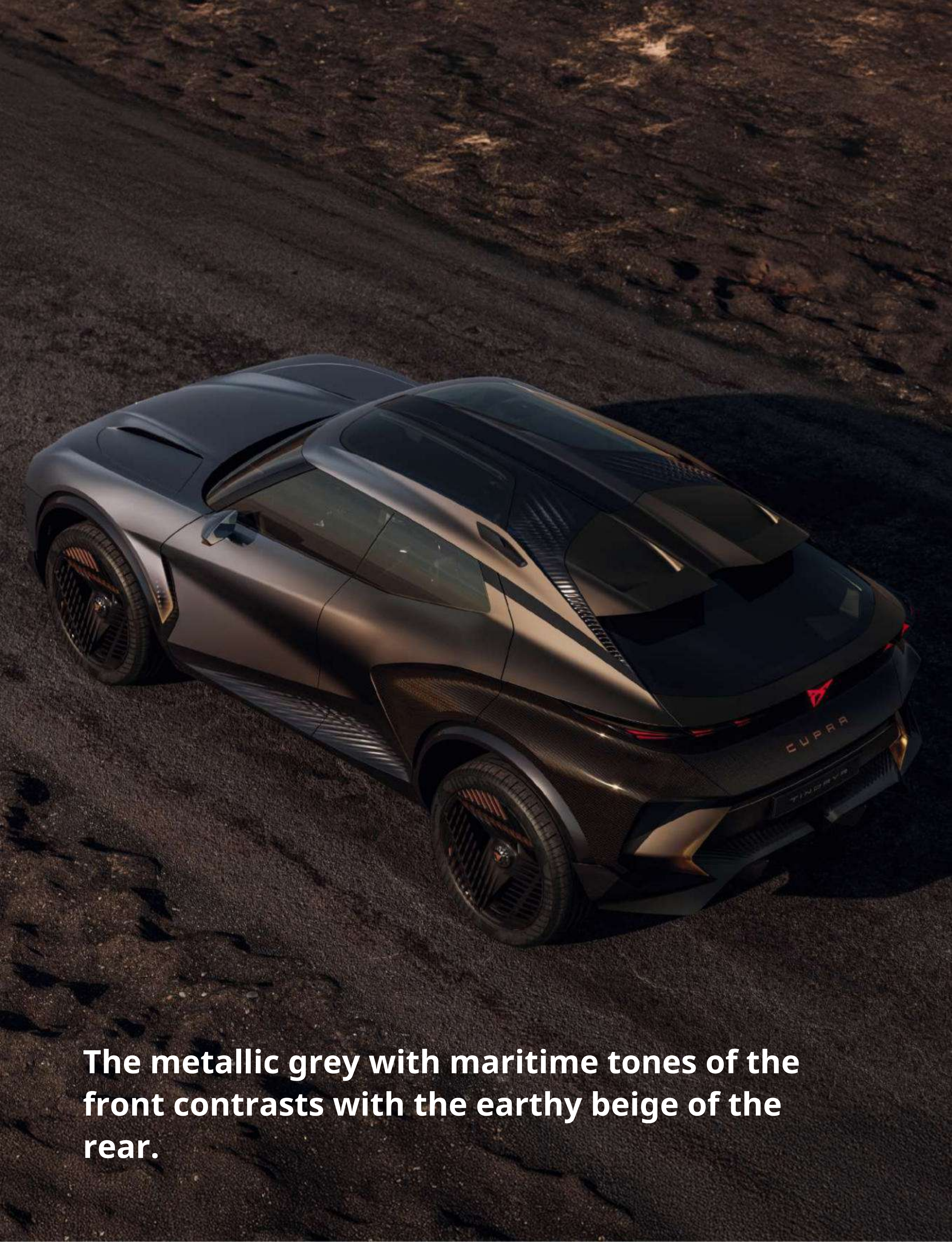
A little piece of the Canary Islands

The truth is that the design of the Tindaya itself is the result of a year and a half of work, so its sharp silhouette was not a burst of creativity from Diez in the purest Michelangelo style, but rather the result of hours of meetings and discussions with his colleagues. *concept*, whose name comes from a small mountain in Fuerteventura, reveals other equally important data that could reach the final version, such as the 4.72 meters long body, which would raise this Cupra as the largest, surpassing the León SportsTourer and Tavascan.

Other details, however, will have to adapt to the production costs of a constantly growing company. This is the case with the counter-opening rear doors, which in the prototype provide a sensational entry and exit space, but which would require reinforcing the entire structure; the individual CupBucket seats; or the front bumper with an embedded screen that offers a sensation the brand calls "phygital" because when the vehicle is started, a harmonious transition from digital to physical is achieved, culminating in the new light signature of its headlights. These are undoubtedly important tolls to pay for a sporty SUV that will place Cupra in the orbit of the most cutting-edge automotive brands on the market thanks, among other things, to the restless vision of Jorge, who leads a team of visionaries who seek creativity in even the most common objects.



The Cupra Tindaya also experiments with new materials in its manufacturing process. Bcomp flax fiber is used for the upholstery, or sustainable bio-attributed leather acts as the "skin" for the seats. 3D-printed aluminum and waxed bronze microfibers are also used. Three experiences are activated from the driver's seat, ranging from "Immersive," which focuses on pure driving with AI-based recommendations.



The metallic grey with maritime tones of the front contrasts with the earthy beige of the rear.

MEGANE
RENAULT 4

IDA Y VUELTA
to the FUTURO

RENAULT 5
SCENIC

Renault has always been a pioneer in groundbreaking designs. and applying innovative technologies in all its vehicles. At Car and Driver we have witnessed of it in the last 30 years

TEXT: PEDROBERRIO

S

If there's one brand that has pioneered new automotive concepts and bold, avant-garde designs across all segments and categories, it's Renault. The first affordable, practical family car with a functional tailgate. *boom*of the families of the 60s was created by the diamond brand and is called the R4. Later models came that redefined the luxury segment with a different silhouette, such as the R16, followed by the R20 and 30. In the 70s, the R5 revolutionized the concept of urban with a design that inspires admiration today, and in the 90s, another great innovator arrived in the city, the Twingo. A brief introduction to explain the relevance of Renault in the last 30 years.

In the autumn of 1995, when the first issue of Car and Driver appeared on newsstands, the Espace had been causing a sensation for years with its silhouette and its way of making the most of its space, but so had the friendly Twingo, the minivan line adapted to the smallest urban vehicle. The Mégane concept, a platform that could be split into five body styles – coupé, four-door, five-door, convertible, and the successful Scénic – was a revolution. In 1996, the compact Scénic minivan arrived on the market and became the family vehicle par excellence and the benchmark for many other manufacturers. The minivan era was already beginning to take hold. Later came the Vel Satis and Avantime, new generations of the Espace and Scénic, until well after the first few years of production.

Entering the 21st century, market tastes and trends turned SUVs into the stars of dealerships.

An inexhaustible offer

Koleos was responsible for bringing the first SUV of the new millennium to life, followed by the compact and successful Captur. New generations of these two models followed, followed by the Kadjar. Now the SUV range is fully electrified and includes no fewer than eight models: the Arkana, Austral, Espace, Captur, Symbioz, and Rafale, all powered by hybrid engines and with silhouettes and spacious concepts for all needs.

Two historic names from 30 years ago, Mégane and Scénic, have become attractive electric SUVs.

In these three decades, Renault has also surprised us with some advertising campaigns that have remained etched in everyone's memory. Almost at the same time as Car and Driver was born in 1995, the JASP name – Young Although Overly Prepared – was one of the most memorable Clio campaigns, as was the 2000 "geropa" campaign, also for the Clio. Already on the verge of the new millennium, the revolutionary Scénic also required risky advertising, such as the commercial for the “widows” of 1998. With the turn of the century came success in F1 thanks to Fernando Alonso and the Asturian driver was the star of several advertisements for the second-generation Mégane.

Renault has also brought luxury to all segments, with features that seemed reserved for higher categories and even more elite brands. Voice systems alerting the driver, digital instrumentation, luxury versions like the Clio Baccara, and many other features that surprised customers.

And an innovation like the hands-free card that allows us to forget about the traditional key to open or start the car, without having to take it out of our pocket. But design, cutting-edge technology, and comfort features are worthless if a car isn't capable of protecting its occupants. Renault was the first brand to achieve the narrowest five in the Euro NCAP tests with the second-generation Laguna in 2001. This was later achieved by the second-generation Mégane and Vel Satis in 2002, and the Scénic and Espace in 2003...

Now, the key elements of the Renault range are electrification and a comprehensive SUV offering. It also boasts iconic models like the Clio, which has just unveiled its sixth generation. And it looks back at its rich heritage to bring to life some of the iconic models we all hold dear. The R4, R5, and Twingo E-Tech represent a journey back and forth to the future that has resulted in a promising present.

A brand
groundbreaking as
Renault too
It must be so with
its most sporty
radicals; from Sport
1996 Spider
to the new electric
R5 Turbo 3E.

FROM MPV TO SUV TO EV, *THIS IS HOW RENAULT HAS CHANGED IN 30 YEARS*

From the nascent minivan era of 1995 to the electric and electrified SUV era of 2025. A radical shift in vehicle concepts, but a range tailored to the tastes and needs of a different, but equally loyal, clientele.

30
años
CAR AND DRIVER

EDITOR Emilio de Villota
MEGANE, A FONDO
El sucesor del Renault 19, analizado al detalle
CAR AND DRIVER
LOS MÁS RÁPIDOS DEL MUNDO
test
¡Bugatti Jaguar Porsche Ferrari!
concurso
ESTE ALFA 145 TS SPORT PUEDE SER SUYO
CAR AND DRIVER
EXCLUSIVA ASTON MARTIN
PROBAMOS LOS SAFETY CAR DE LA F1 EN SILVERSTONE
30 AÑOS EN EL RETROVISOR
TODOS LOS HITOS DEL AUTOMÓVIL A TRAVÉS DE C&D
ANALIZAMOS EN PRIMICIA
POLESTAR 5, KIA K4, ALFA TONALE, HONDA PRELUDE
30
CUPRA TINDAYA
PROYECCIÓN DE FUTURO

Three decades sharing our PASIÓN by the automobile,

THEY DESERVED a good one walk through he *time tunnel*

TEXT: PEDR O BER RIO

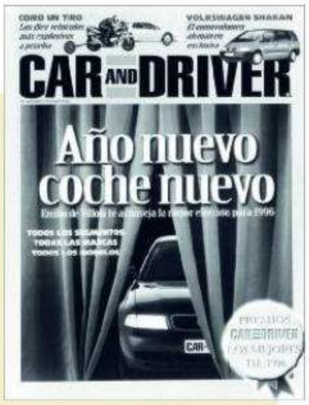
The second edition of our awards brought together figures such as Carlos Sainz and Clay Regazzoni with young Fernando Alonso and Pedro Martínez de la Rosa.

L

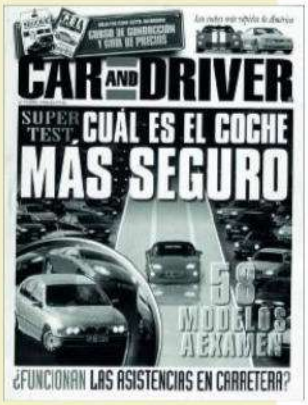
The first issue of Car and Driver went on sale in Spain in October 1995, marking the most significant launch ever in our country featuring a motoring publication. Advertising campaigns, television commercials, and the personification of the magazine in the form of a tremendously well-known and charismatic figure, Emilio de Villota, its director. It was the first time that a multinational newspaper company—Hachette, now Hearst—decided to launch a publication dedicated to the automobile industry in Spain, a brand with a global reputation, but in English. A diverse team, led by Emilio de Villota and professionals already in the automotive press, such as Aurelio Sánchez and Azucena Hernández, supported by an enthusiastic group of journalists, photographers, and designers who loved cars, gave shape to those first issues of "Emilio de Villota's magazine," as it was known to the general public. Now, 30 years later, Car and Driver is still very much alive, both in the "physical" form it was born in 1995 and in other digital "life forms" we couldn't even imagine back then...

Looking back, with the perspective of these 30 years, perhaps Car and Driver's greatest success was not only becoming the number 1 automotive magazine with sales that no publication of its kind had achieved in the country until that point. Shortly before the end of 1995, the first Car and Driver Awards were presented at the Hotel Villamagna in Madrid. The following year, the biggest stars of world motorsports and the leading figures of automotive brands met on the same stage; with protagonists such as Clay Regazonni – Ferrari driver – and the then two-time world champion of *rallies* Carlos Sainz. Alongside them, a very young Fernando Alonso, already a world champion *karting*, and Pedro Martínez de la Rosa, winner of the Japanese Formula 3, showed off their "steering wheels" at those Awards. Since then, those trophy steering wheels have become part of the history of the automobile in Spain, and their celebration, a celebration that brings together the entire industry and motor sport. An annual event that goes beyond a trophy presentation; a meeting with friends who have much to celebrate this year. This may be, along with its enthusiastic and loyal readers, Car and Driver's greatest asset: achievements that are not measured in numbers and do not appear in the annual income statements, but which are sometimes as important as, or more so than, the numbers.

ON SEVERAL OCCASIONS WE PREDICTED WHAT THE CAR OF THE FUTURE WOULD LOOK LIKE; BUT LET'S SAY WE DON'T GET EVERY ONE RIGHT. MPV AND DIESEL?


VOLKSWAGEN SHARAN
CAR AND DRIVER
Año nuevo coche nuevo
TODOS LOS SEGMENTOS
TODAS LAS MARCAS
TODOS LOS MODELOS
PREMIOS CAR AND DRIVER

PRUEBA COMPARATIVA:
Citroën Saxo, Lancia Ypsilon y Ford Fiesta
CAR AND DRIVER
100 MENTIRAS QUE LE HAN CONTADO SOBRE SU AUTOMÓVIL
BMW 523i • MERCEDES E 230 FRENTE A FRENTE


CURSO DE CONDUCCIÓN Y GUÍA DE PRECIOS
CAR AND DRIVER
SUPER TEST
CUÁL ES EL COCHE MÁS SEGURO
58 MODELOS A EXAMEN
¿FUNCIONAN LAS ASISTENCIAS EN CARRETERA?

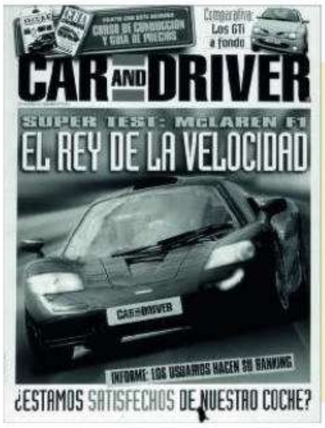
ALWAYS WITH HER PRESENT. In those early years, Car and Driver wasn't, and never has been, a traditional automotive magazine. Many of the early covers strayed from the usual format of showcasing the newest car or the hottest seller, focusing instead on aspects more closely related to the impact of automobiles on our lives. Back then, we also worked to debunk automotive hoaxes, even though there were no social media platforms to spread them...

TO

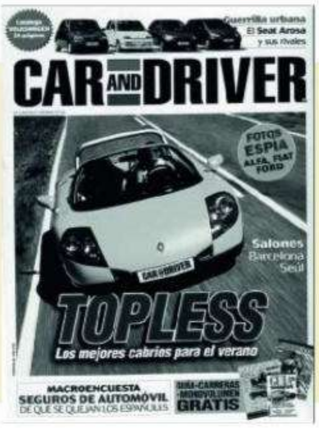
Especial Cabrios
Con viento fresco...

What we do

At Car and Driver, we've been fortunate enough to make some of our dreams come true, to make our readers dream.


Comparativo: Los GTI a fondo
CAR AND DRIVER
SUPER TEST: McLAREN F1
EL REY DE LA VELOCIDAD
INFORME: LOS USUARIOS HACEN SU RANKING
¿ESTAMOS SATISFECHOS DE NUESTRO COCHE?

CURSO + GUIA GRATIS
BOXSTER
La respuesta de Porsche
CAR AND DRIVER
FORD KA A fondo
Todas las novedades para el 97
INFORME: LOS 40 MEJORES AUTORRADIOS


Guerrilla urbana
El Seat Arosa y sus rivales
CAR AND DRIVER
FOTOS ESPIA
ALFA, FIAT FORD
Salones Barcelona Seul
TOPLESS
Los mejores cabrios para el verano
MACROENCUESTA
SEGUROS DE AUTOMÓVIL
DE QUÉ SE QUEJAN LOS ESPAÑOLES
GUÍA-CARRERAS
GRATIS

FROM THE SMALLEST TO THE MOST EXCLUSIVE. We love cars, all of them, no matter the type, and at Car and Driver, we've enjoyed everything we could get our hands on, and we've shared it with you. It didn't matter if it was a fun little utility vehicle or a supercar so exclusive we'd probably never see it on the road again. We all experienced them with the same passion, and we've covered it month after month.

We measured the performance until we found that the brands' performance was true.

B

TO. Driving a unique car, a *concept*in the living room, it is an experience that we have also told you about, just as it happened to us with the Peugeot Onyx. **B.**At Car and Driver we have also had testers of exception for cars exceptional. A young Carlos Sainz Junior He got behind the wheel of an Audi R8 in a comparison with the Porsche 911 at Jarama. **C.**Kazunori Yamauchi, creator of the Gran Turismo saga, stopped the presentation that his marketing team was doing it for him about the GT5's actions when he saw our production on the Madrid street circuit that he designed back in 2010. “Is that real?!” he snapped.

C

7936 GSV
6578 GVC
0150 GVF

CAR AND DRIVER
50 FRENADAS AL LÍMITE!!
CAR AND DRIVER
FERRARI o PORSCHE
CAR AND DRIVER
Especial Todo Terreno
Probamos 32 modelos

BETTER IS BETTER. The "less is more" philosophy has never been the Car and Driver test team's philosophy. Mega-comparisons with up to 20 cars at once—a logistical and photographic challenge—made some issues of the magazine practically monographic due to the length of the tests. Those that combined traditional 4x4s and the new generation of SUVs were a spectacle and a source of pride for the professionals.

MICROCARS AND SMALL URBAN ELECTRIC CARS OVERLOOKED OUR PAGES A DECADE AGO: WILL THEY TAKE OFF NOW?

TO

TO

B

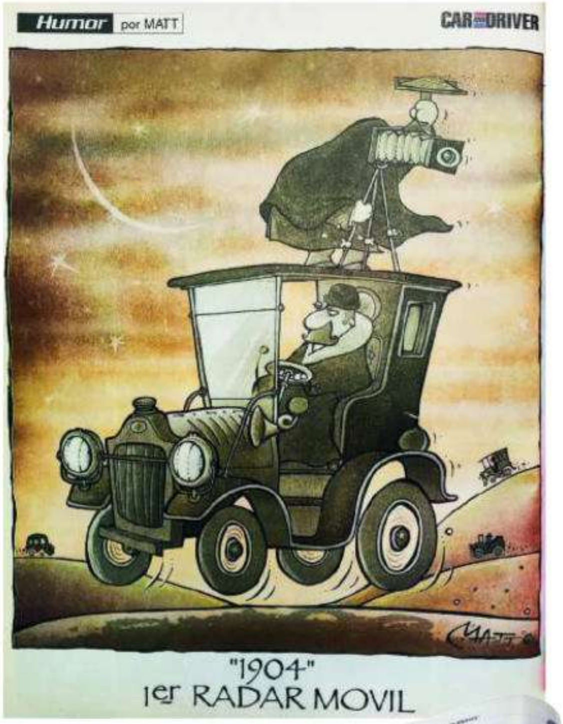
B
mce
madrid car
experience

TO. The initiative 'Young Driver Car and Driver' awarded new drivers with the best driving skills in terms of safety and responsibility.

B.Another way to involve our readers of the universe The magazine's "Car and Truck Experiences" Driver"; what we like to call “Car and Driver Boxes” these days. You, the readers, are still the protagonists in these encounters with the most special models of each brand. The only thing is that most of the current ones are zero emissions.

C.We sneak into the treasures of automobile history and visit National Heritage cars, among which are jewels such as These unique Mercedes.

D.Some news They had to be dressed up with humor. Motorists back then weren't as aware of road safety.


Humor por MATT
CAR AND DRIVER
"1904"
1er RADAR MOVIL

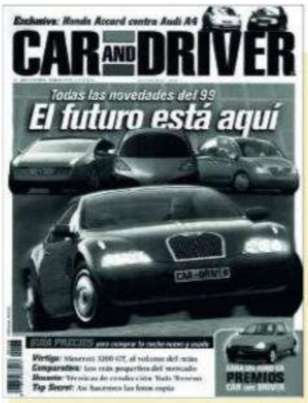
D

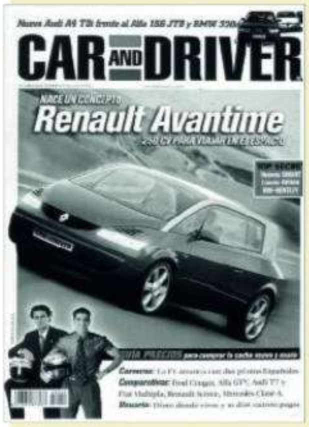
Suddenly,
the 'Japanese'
they started to say
“all-terrain vehicle”

He*tuning*was harassed our publication sisterXTR,but arrivedearly fashion that in some occasionalso placed on these pages.

Informe
El coche... Y algo más

C


Exclusiva: Honda Accord contra Audi A4
CAR AND DRIVER
Todas las novedades del 99
El futuro está aquí
PREMIOS

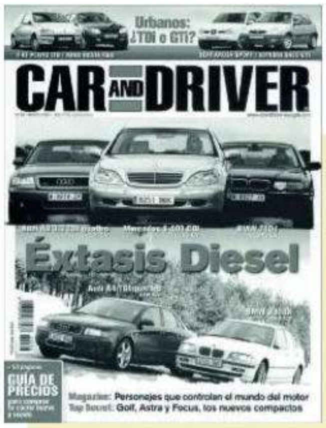

CAR AND DRIVER
Renault Avantime

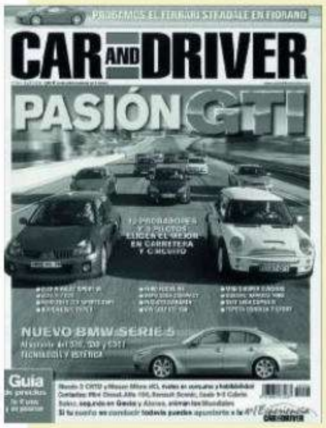
GANA UN FORD KA
CAR AND DRIVER
24 HORAS
Recorrimos 20.000 kms.
¡Al límite!
SUPERDIÉSEL
+ ligero + grande + caro que el
Mercedes Clase A
Pruebas de choque. ¿Son peligrosos los utilitarios?
Ford Focus: Dominio en Cataluña. McRae 1º y Sainz 3º

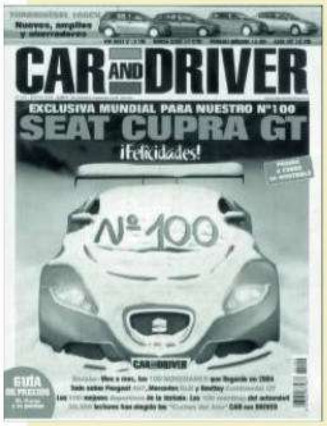
THE FUTURE THAT WAS COMING.

The Y2K effect left its mark on us all, and wondering what the cars of the new millennium would be like was commonplace. Since the late 1990s, we believed that in the new century, all cars would be diesel and minivans... Nothing could be further from the current reality, given the profound changes the automotive industry and society in general are undergoing.

We used to spend 24 hours testing diesel sedans. Now, every 24 hours. an electric SUV is born


Urbanos: ¿TDI o GTI?
CAR AND DRIVER
Éxtasis Diesel
Guía de precios


CAR AND DRIVER
PASIÓN GTI
NUEVO BMW SERIE 5
Guía de precios


CAR AND DRIVER
EXCLUSIVA MUNDIAL PARA NUESTRO Nº100
SEAT CUPRA GT
¡Felicidades!
Nº 100
Guía de precios

THEMAGIC ACRONYMS. For nearly two decades, the TDI and GTI were the headline stars of any car. Comparatively, they could be the largest and most luxurious luxury sedans on the market, or the most popular small and compact cars. Those three letters changed everything, giving a special appeal to any car that bore them...

TO

B

TO. Nothing less than four times has Carlos Sainz has managed to win the Dakar since he first achieved it in 2010 with Volkswagen, later with Peugeot, Mini and Audi.

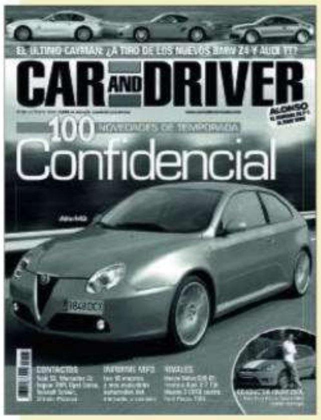
B.Roofless and with two, three or four wheels; we have taken control of any vehicle. motorized artifact and tires that we could excite and was able to give a new dimension to the idea of driving.

C.There was a time when the kings of the market were the compact models of just over four meters and they were also the protagonists of many of the mega tests From Car and Driver. Today, they're almost extinct, eclipsed by SUVs in all their possible aesthetic and mechanical configurations.

Soñar despiertos
M-6956-TY

Is it noticeable that in At Car and Driver, have we always had a soft spot for convertibles? We're sure you, our readers, have dreamed of them too.

CAR AND DRIVER
NUEVO PORSCHE BOXSTER
Contra todos


EL ÚLTIMO CAYMAN, ¿A TIRO DE LOS NUEVOS BMW Z4 Y AUDI TT?
CAR AND DRIVER
100 NOVEDADES DE TEMPORADA
Confidencial

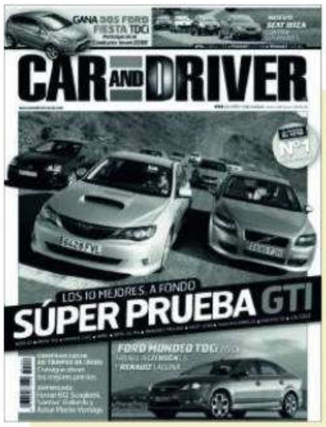
VUELTA RÁPIDA
GUÍA
CAR AND DRIVER
NUEVO HONDA CIVIC
TYPE-R
AL VOLANTE DE
LO ÚLTIMO

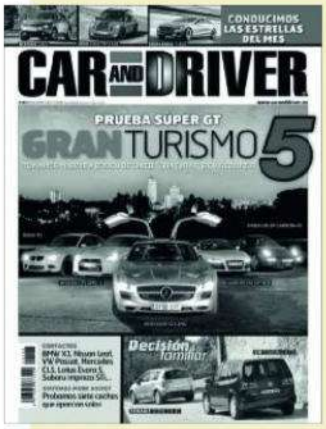
AHEAD.

The "Top Secret" sections, the digital recreations, the spy photos, and what some automotive industry executive missed—all of this has helped us anticipate the future. How and when new cars, innovative concepts, or,

Simply a replacement for an iconic model. Admittedly, we sometimes played fortune teller with the information we had managed to gather, with varying degrees of success in those fortune-telling sessions. But we weren't wrong...

C


GANA DOS FORD FIESTA TDCi
CAR AND DRIVER
LOS 10 MEJORES, A FONDO
SÚPER PRUEBA GTI
FORD MONDEO TDCi


CONDUCIMOS LAS ESTRELLAS DEL MES
CAR AND DRIVER
PRUEBA SUPER GT
GRAN TURISMO 5
Decisión familiar

ÉPOCA DE LOCURAS
CAR AND DRIVER
COMPARATIVA EXCLUSIVA
León CONTRA Focus
además...
SUV CON VOCACIÓN FAMILIAR

Back to 2025, this is a good part of the *dreamteam* current. From left to right: Antonio Ramos Ochoa, Carlos García-Alcañiz, Borja Díaz, Christian Colmenero, Sergio Martínez, Diego García, Ángel Jiménez, Jose Carlos Luque, Pedro Berrio and Rodrigo Pareja, at the door of the Ritz Hotel in Madrid during the 30th edition of the C&D Awards.

CAR AND DRIVER

BETWEEN THE PHYSICAL AND THE DIGITAL. If there was a time when children's dream cars were those powerful and fun GTIs, video games have now given rise to a new type of dream vehicles that brands themselves have dedicated themselves to designing.

But the truly great sports cars also have a place in this digital world, and we've brought some of them together on a "real" cover that made history.

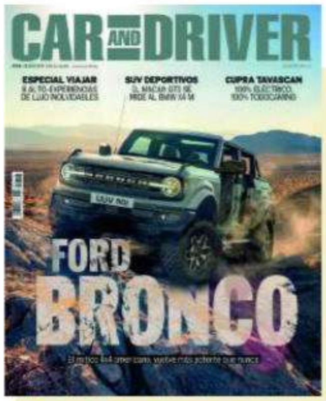
AFTER ITS LATEST REDESIGN, CARANDDRIVER REDOUBLES ITS COMMITMENT TO INFORMATION QUALITY IN ALL SENSES

RENAULT ESPACE
HORA DEL SKIN CARE

If we had that define the type of car which is now the star of these pages would be the Electrified SUV, what the market demands.

Sagrera
Hispano Suiza

Identity seal from our magazine is to surprise with the most cars spectacular never dreamed of. As This Hispano-Suiza Carmen Sagrera de more than 1,000 HP that amazed our hand through the streets of Madrid.


CAR AND DRIVER
FORD BRONCO

CAR AND DRIVER
RENAULT 5

CAR AND DRIVER
SMART #5
SALTE DEL CAMINO

TIMES OF CHANGE. Car and Driver has long since ceased to be a print magazine, even though it has recently grown in size and page count like never before. What has changed are the cover stars, mostly electric and electrified SUVs, with some—curious —

except for one of those authentic 4x4s that refuse to disappear or the endearing nods to the past of certain brands.

DS NEITHER4

A daily luxury

We access the brand's redesigned compact *premium* par excellence from Stellantis; a No. 4 that beyond its new nomenclature, contains quality details and equipment typical of more expensive models

TEXT: JOSE CA RLOSLUQUE

DS AUTOMOBILES
N°4
DS N°4

F True to its own essence – and never better said–, Nº4 welcomes us with a more Powerful and elegant, yet easily recognizable. You immediately know you're looking at a DS thanks to the avant-garde and elegant touch of its bodywork, which continues in an equally redesigned interior that, above all, remains one of the most spacious and comfortable in the segment. Ignoring the SUV trend, this compact model measures 4.40 meters in length yet perfectly accommodates five occupants and their luggage, thanks to a 430-liter trunk, which is only reduced to 360 liters in the PHEV version.

Without a doubt, it remains a more practical and more affordable alternative than the BMW 1 Series, Mercedes A-Class, or Audi A3, models that, incidentally, still represent a large number of sales for their respective brands today. But in addition to its classic and well-known advantages, the DS Nº4 adds an additional value after this *restyling*Which has made it this issue's Car and Driver Choice, our top buy of the month. Can you guess what that is?

Multienergy, the best option The DS compact is the only one in its class available with all engine types and always at a reasonable price. The range kicks off with a gasoline micro-hybrid, followed by a plug-in hybrid, a completely new 100% electric model, and even a diesel, which is already on the way, although the brand hasn't confirmed its prices yet.

The first combines a 1.2-liter turbocharged gasoline engine with chain timing and a small 28-horsepower electric unit. In total, we have 145 hp of power, which a modern dual-clutch transmission is responsible for transmitting to the front axle. The plug-in hybrid, meanwhile, incorporates a larger-displacement 1.6-liter turbocharged gasoline engine with 180 hp, and a 125-hp electric unit that can... The car's power output is only 81 kilometers, thanks to its 14.6 kWh battery. This PHEV's combined power output is 225 horsepower, ten less than the electric vehicle, although its performance is superior and its use as a zero-emission vehicle is more complete.

The so-called No. 4 E-TENSE promises up to 450 kilometers of range in the WLTP combined cycle thanks to its 58.3 kWh battery and rapid charging, from 20 to 80% in 30 minutes. Prices for the DS No. 4 Hybrid start at €36,694 for the Hybrid 145 version in its Pallas trim. The 100% electric E-TENSE with 215 hp is available from €42,778, and the 225 hp Plug-in Hybrid from €42,778, all of which must be added to current discounts and subsidies. Before the end of the year, the No. 4 BlueHDi will join the range with a power output of around 130 hp and a starting price of approximately €37,000. Without a doubt, there is nothing like it in this segment.

Inside highlights the new dashboard 10.25 digital inches, associated to a screen 10" central. This integrates the controls of air conditioning, to subtract physical controls to the passenger compartment. In addition, the team multimedia account with an assistant created voice by ChatGPT, that answers questions about everything type, even the related to the news of the day.

SHOPPING TEACHERS

We face the last stretch of the year with a good number of premieres that are coming to liven up the market. We have options for all tastes, from compacts to SUVs, and they're also well-prepared for the future.

TEX TO: AN TO NIOR AMO SOCH OA

1. Omoda 7

This is the third Omoda model on our market. It measures 4.66 meters long and boasts a state-of-the-art design combined with a spacious interior with five seats. It will arrive before the end of the year exclusively with the 204-horsepower SHS engine. This is a plug-in hybrid with 90 kilometers of electric range and 1,200 kilometers in total.

2. Honda Civic

One of the most popular compacts has been revamped to continue its famous e:HEV hybrid formula, featuring a 2.0-liter gasoline engine and a 184-horsepower electric motor. The changes come in the form of a redesigned front end, now with improved LED headlights that have eliminated the fog lights, and an interior with new finishes and a sharper central display. It is now available from €33,400.

3. Mitsubishi Grandis

It's the ASX's bigger brother and is manufactured in Spain, once again thanks to the Renault-Nissan-Mitsubishi alliance. Thus, this model, known as the Symbioz with the diamond-shaped front, is presented as a compact SUV with a spacious interior and a trunk space of between 492 and 624 cubic meters. liters—thanks to its sliding seat. It's available with ECO engines, either a 140-horsepower microhybrid or a 160-horsepower conventional hybrid. Its starting price is very reasonable, at 26,100 euros.

4. Peugeot 308

The compact Gallic is back with an interesting *restyling*It stands out especially for its new front design, now illuminated by its new LED headlights with three claws connected to the light threads also present in its grille. It will arrive this fall, starting at €26,770, with its well-known multi-energy range featuring diesel, hybrid, PHEV, and electric options, the latter now with increased range, reaching 450 kilometers.

5. KGM Torres HEV

After launching in gasoline and all-electric versions, the versatile SUV from KGM (formerly SsangYong) debuts an interesting ECO-labeled hybrid engine, developed in conjunction with BYD. It consists of a 1.5-liter gasoline engine and an electric motor powered by a 1.84 kWh battery and can deliver a combined maximum power of 204 horsepower and an official range of 1,280 kilometers (800 miles) on the WLTP cycle. The starting price of €31,500 is very tempting.

2

3

4

5

V16 Connected

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January 2026

HERO DRIVER LED

mandatory for passenger cars, vans, buses and trucks

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THE STAR BRIGHT

POLESTAR 5

SCAN THE
CODE AND
ENJOY
OUR TEST
ON VIDEO

It debuted at Goodwood a few years ago, awakening a great interest that has not ceased. It's time to discover the true 'north star'...

TEXT: BORJAD Í AZ

Polestar has been simmering its flagship for the past few years, turning the*concept*The Precept was unveiled in late 2020 as a sculptural coupé-style sedan that's here to challenge the likes of the Porsche Taycan and its rivals. 800-volt architecture, an inter-

Four-wheel drive and nearly 900 horsepower are the key components of the Nordic brand's flagship. It couldn't look any better.

The new member of the family is a large car that features a striking yet recognizable aeronautical-inspired design, highlighting the Polestar 4-style rear end without glass, the wheels up to 21 inches, its great width and the close relationship between the front wheels and the hood line. Like the aforementioned prototype, it shares split headlights in the shape of a *boomerang*and a full-width taillight. It also features frameless glass and retractable handles to achieve a Cx of 0.24.

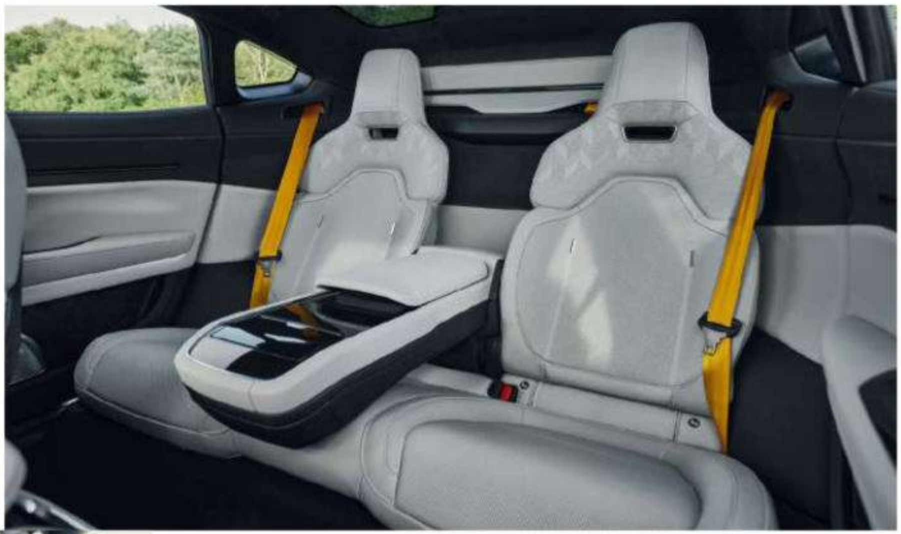
Get comfortable

Inside, the brand's typical minimalism predominates, with a 14.5-inch central screen integrating Google services, a nine-inch instrument cluster, natural fiber materials, and well-hugging Recaro seats. The rear seats are very comfortable thanks to both the generous legroom and the individual seats, with a feeling of light and airiness thanks to the large panoramic sunroof. Audio is handled by the standard 10-speaker system or the 21-speaker Bowers & Wilkins system with 1,680 watts of power, with Polestar opting for road noise cancellation to offer outstanding soundproofing.

Polestar's flagship model is based on a new aluminum platform that weighs less than others intended for lower segments and whose torsional rigidity is superior to that of a traditional sports car. Its 800-volt architecture is accompanied by a battery responsible for giving life to the two permanent magnet synchronous electric motors that move both

The flagship features 11 cameras, a medium-range radar and 12 ultrasonic sensors, in addition to other interior radars to "detect the number, position and type of occupants and thus implement appropriate security measures in the event of an accident." Its 800-volt architecture allows it to achieve charging powers of up to 350 kW in direct current or 11 kW in alternating current.

Polestar 5
Performance
112 kWh / 650 kW



Polestar 5
MICHELIN

POLESTAR 5

PRICE IN €:FROM 121,900

LENGTH/WIDTH/HEIGHT(m):
5.08/1.97/1.42
TRUNK(l): 365 - 1,128
WEIGHT(kg): 2,500
TRANSMISSION: Integral/Automatic 1 speed

ELECTRIC

BATTERY(kWh): 112
POWER(cv): 748 - 884 **ENGINE**
TORQUE(Nm): 812 - 1,015
0-100 KM/H(s): 3.7 - 3.2 **MAXIMUM**
SPEED(km/h): 250 **CONSUMPTION**(kWh/
100km): 17.6 - 20.9
AUTONOMY(km): 670 - 565

FOR: Habitability, finishes, position driving, equipment, chassis, performance, much cheaper than a Porsche Taycan or an Audi-tron GT.
AGAINST: High weight, no cams for modify regenerative braking.

both the Dual Motor and Performance versions. The latter is the one we were able to test, labeled as a prototype, although the development stage of the units used is practically at production levels. The chosen location was Millbrook Proving Ground, a fantastic venue—located in the British city of Milton Keynes, the same city that hosts Red Bull Racing—that combines a high-speed oval, a small hilly circuit, and long straights to squeeze the maximum acceleration and braking from the brand's new flagship. The result can be described as outstanding.

Cutting-edge technology

There are three aspects that stand out above the rest: the suspension, the steering, and the performance. The former gives the Polestar 5 a remarkable balance between comfort and dynamism, with the ability to adjust the firmness of the dampers to three positions. The extremely high stability of the entire car is surprising, especially at its top speed of 250 km/h (155 mph). The latter is very fast and precise, but also very communicative, as you can constantly sense the grip of the front wheels, which is key given the car's astonishing ease of gaining speed. It goes incredibly fast, to the point of making you feel slightly dizzy due to its acceleration—we measured a 0-60 mph time of just 2.7 seconds. All of this results in a very agile car, with a superb chassis that perfectly camouflages the 2.5-ton weight of the car. The brakes also contribute to the gratifying driving experience, with four-piston Brembo units at the front axle and two-piston Brembo units at the rear, offering a firm and perfectly modulable feel. Of course, it's best to activate the ESP's sport mode when you want to push the chassis; otherwise, they'll suffer too much. And what about the driving position? It's ideal for sitting in a low position.

In short, the Polestar 5 is a car that has left us with a pleasant impression. It has the necessary ingredients to have its competitors very worried. Its arrival is expected in 2026, probably in the first quarter of next year, with prices reaching six figures. We're talking a significant amount, yes, but it's clear that we're looking at a perfect alternative to the Tesla Model S, Audi e-tron GT, and Porsche Taycan. Perhaps the most serious we've seen to date in every respect.

Although both versions They use an extremely compact double wishbone suspension at the front and rear, the Performance opts for electromagnetically controlled MagneRide semi-active dampers, 21 or 22-inch wheels – 20 or 21 on the Dual Motor – and Brembo brakes with 400-millimeter discs and four-piston calipers painted in gold for the front axle.

Polestar 5
Test vehicle
Polestar 5

RUN SO FAST THAT IT MAKES YOU

You might feel a little dizzy if you use too much gas.

The Kia K4 is very comfortable. It is more like behavior to a Peugeot 308 than a Cupra Leon, which has a sportier configuration. We can't yet tell you about the ranges and versions as such because the car's official launch is scheduled for the first quarter of 2026.

KIA K4

THE WEAPON SECRET

A new compact car arrives that doesn't replace the Ceed as such. A car with a very attractive design and a considerable size which translates into a few seats authentic sedan rear*premium*

TEXT: CARLOSGARCÍA-ALCAÑIZ

KIA K4

PRICE IN €:FROM 30,000 –Approx.–

LENGTH/WIDTH/HEIGHT(m):
4.44/1.85/1.43
TRUNK(l): 328 - 1,107 MHEV, 438 - 1,217 gasoline
WEIGHT(kg): 1,517
TRANSMISSION: Front/Manual 6 speed - Aut 7 speed.

MHEV

ENGINE(type): 3 Cyl. Turbo
CYLINDER CAPACITY(cc): 998
POWER(cv): 115 **ENGINE**
TORQUE(Nm): 200
0-100 KM/H(s): ND **MAXIMUM**
SPEED(km/h): ND **CONSUMPTION**(l/
100km): 5.5 –approx.–

GASOLINE

ENGINE(type): 4 Cyl. Turbo
CYLINDER CAPACITY(cc):
1,598 **POWER**(hp): 150 - 180
ENGINE TORQUE(Nm): 250 **0-100**
KM/H(s): 9.1 - ND **MAXIMUM**
SPEED(km/h): 207 - ND
CONSUMPTION(l/100km): 5.8 –approx.–

FOR: Spectacular design, spacious rear seats, ease of use, feeling of quality. **AGAINST:** Possible high selling price, capacity trunk, consumption of the 1.5 turbo.

There will be no variants 100% electric, which are reserved to the EV4 with the that does not share absolutely nothing Well, the platform of the K4 is specific to propellants of combustion. The materials of the console and dashboard are simple, but they meet with flying colors given the feeling of robustness of the set. There is multiple gaps.

Kia surprises with the announcement of a new model in Europe in the midst of a range revolution, with the Dealers are now ready to sell the EV4 and EV5, as well as the new family of PV commercials. This is the K4, a name that, if you're a fan of action series, might remind you of the code for a secret plan or a state-of-the-art assault weapon. Curiously, this Kia K4 has a bit of the former and hints of the latter, as it's a globally developed vehicle that wasn't originally intended to arrive in Europe. But the Korean brand is giving it a surprise opportunity to invade the compact segment, now in decline due to the popularity of SUVs and a Ceed that's almost in the final stages of its commercial life. The only thing is that its launch isn't imminent, as you'll have to wait until February or March 2026 to buy it with an ECO micro-hybrid engine and two gasoline engines with a label.

C, which will be added at the end of 2026

It will be a true hybrid, possibly an adaptation of the successful Niro HEV. Because they are still in the approval process, the technical data provided is limited, as you can see in the file next to it.

Huge potential

The Kia K4 has been on sale since 2025 in markets such as Korea and North America, and now it's arriving in Europe with a spicy touch of Mexico, as it's manufactured in the land of station wagons. Of course, it has been tuned specifically for our continent, as confirmed by Kia officials, who speak of months of hard work at Hyundai's facilities in Germany, where they have sought that specific touch in the steering and suspension, among other aspects.

Precisely the German country welcomes us on one of its typical rainy days to get to know it in an exclusive contact that starts and ends in Frankfurt, where the headquarters of Kia on the Old Continent. That's where we pick up the keys to one of only two imported units, both powered by a 150-horsepower 1.6-liter turbo engine with automatic transmission and GT Line trim.

Among the K4's many qualities, its bold appearance stands out, especially highlighted by the transplanted Sorento headlights, and a beautiful rear end, sporty even thanks to the shape of the taillights and their position, right at the corner. Height also plays a role in this image, as it's a very low car and you have to lean forward to get in.

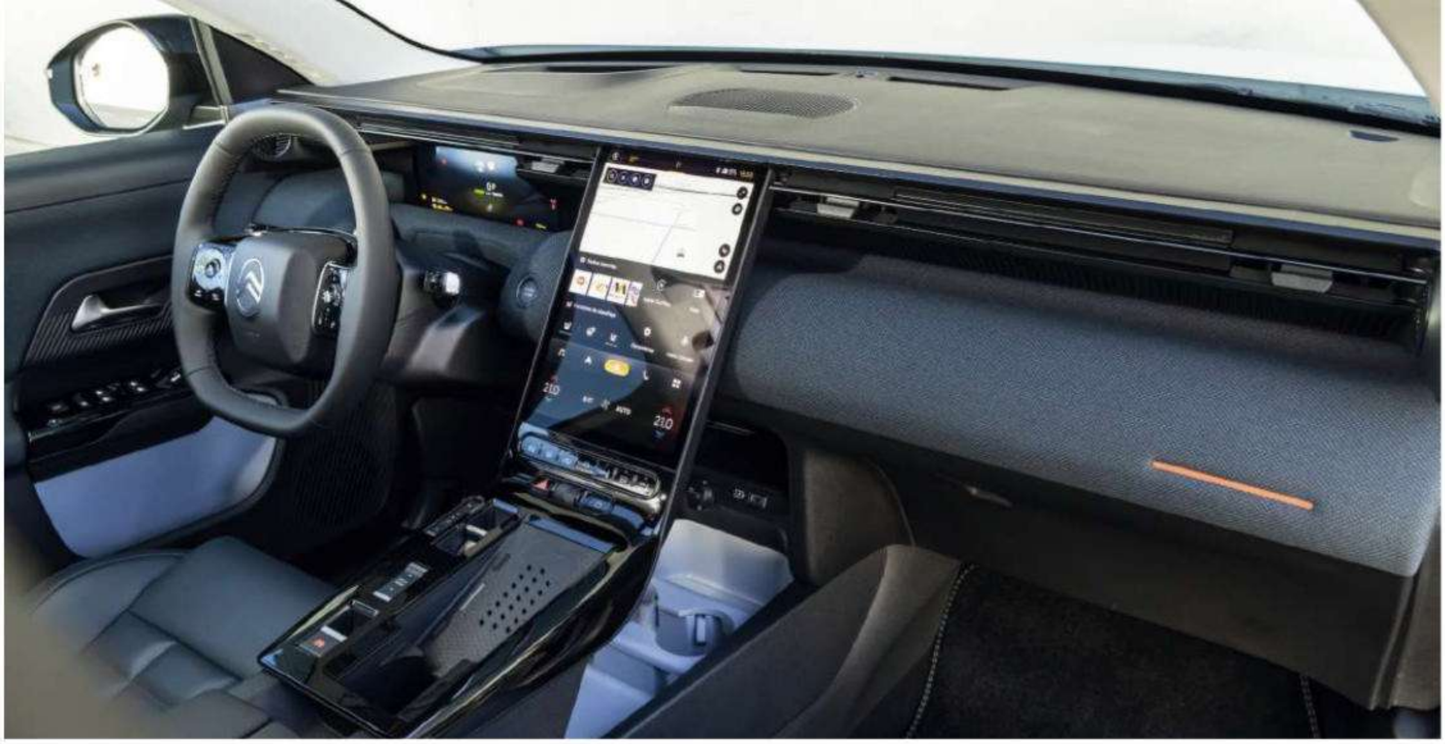
In terms of dynamics, the K4 is a very noble compact that presents itself as an alternative for anyone who rejects SUVs. It's comfortable, fairly quiet, and has no trouble tackling the tightest corners. The 150-horsepower engine can sometimes be a bit sluggish, especially from a standing start, and low fuel consumption isn't its strong suit either. Minor drawbacks for Kia's new weapon...

CITROËN C5 AIRCROSS

FROM CONCEPT TO REALITY

The revolution of modern and affordable cars Citroën continues with the new C5 Aircross SUV, which inherits many ideas from the prototype. Oli presented in September 2022

TEXT: CARLOS GARCÍA-ALCAÑIZ



l*concept*Oli, whose name comes from the English pronunciation of 'all-ë' (all electric), is serving as inspiration for Citroën's new cars, a line of passenger cars that must recapture the spirit of affordable and functional automobiles that the French brand boasted. The new C3 initiated the paradigm shift with a sensational price-equipment-size ratio, and the second-generation C5 Aircross continues it, as we saw in this first drive through the beautiful Sierra de Tramuntana mountains of Mallorca.

Indeed, the Citroën C5 Aircross reinforces its family-friendly character with multiple arguments. Among the most striking features are the rounded shapes of its exterior appearance, lines that masterfully camouflage the growth experienced of 15 centimeters in length and three in width and that result in a larger cabin, with rear seats that accommodate two adults with more space. The body also features differentiating solutions such as real 3D taillights, placed at different levels and with a clear aerodynamic function at the rear of a vehicle based on Stellantis' STLA Medium architecture, on which the Peugeot 3008 and 5008 ranges are articulated. Unlike Compared to its cousins, the C5 Aircross is on a lower price scale, as reflected in aspects such as the numerous hard plastics. It does feature a large 13-inch vertical screen that hides a revamped multimedia system with two major improvements: a more modern and user-friendly interface for the driver, and faster response times to any request.

With extra comfort This evolutionary leap is also evident in the powertrains, as at least the ECO label is available thanks to a 48V hybrid variant, which we were unable to test because it wasn't available at the time of our test drive. We did have the opportunity to drive the 194-horsepower plug-in hybrid and the 213-horsepower electric. The former pleasantly surprised us with its responsiveness in all circumstances and the smooth electric-gasoline-electric transition. The latter, due to its punch and progressive power delivery, albeit with slightly higher fuel consumption than expected for this SUV.

Regardless of the engine, the C5 Aircross reinforces its commitment to offering the highest level of comfort to passengers thanks to a carefully tuned suspension without having to shell out a fortune for it, and this is where Citroën returns to its roots.

If there's one thing we really like, it's the ability to adjust the position of the Head-up Display using the same physical dial used to move the exterior rearview mirrors. The new multimedia system with a vertical 13-inch screen also represents a huge leap forward that the French brand's cars needed to match the center consoles of their rivals.

CITROËN C5 AIRCROSS

PRICE IN €:FROM 29,690

LENGTH/WIDTH/HEIGHT(m): 4.65/1.87/1.69
TRUNK(l): 565 - 1,665
WEIGHT(kg): 1,675 - 2,185
TRANSMISSION: Del./Aut. 1 speed - 6 speed. - 7 speed.

HYBRID

ENGINE(type): 3 Cyl. Turbo + electric
CYLINDER CAPACITY(cc): 1,199
POWER(cv): 145 **ENGINE**
TORQUE(Nm): ND
0-100 KM/H(s): 11.2
MAXIMUM SPEED(km/h): 201
CONSUMPTION(l/100km): 5.4
CO2 EMISSIONS(g/100km): 121

PLUG-IN HYBRID

ENGINE(type): 4 Cyl. Turbo + electric
CYLINDER CAPACITY(cc): 1,598
POWER(cv): 194 **ENGINE**
TORQUE(Nm): 350
BATTERY(kWh): 17.8
AUTONOMY(km): 100
0-100 KM/H(s): 8.3
MAXIMUM SPEED(km/h): 220
CONSUMPTION(l/100km): 2.5
CO2 EMISSIONS(g/100km): 55

ELECTRIC

POWER(cv): 213 **ENGINE**
TORQUE(Nm): 343
BATTERY(kWh): 73
AUTONOMY(km): 520
0-100 KM/H(s): 8.9
MAXIMUM SPEED(km/h): 170
CONSUMPTION(kWh/100km): 17
CO2 EMISSIONS(g/100km): 0

FOR: Leap forward in design, habitability, multimedia evolution, and ride comfort.
AGAINST: Plastic interior trim, no sliding rear seats, EV tariff price.

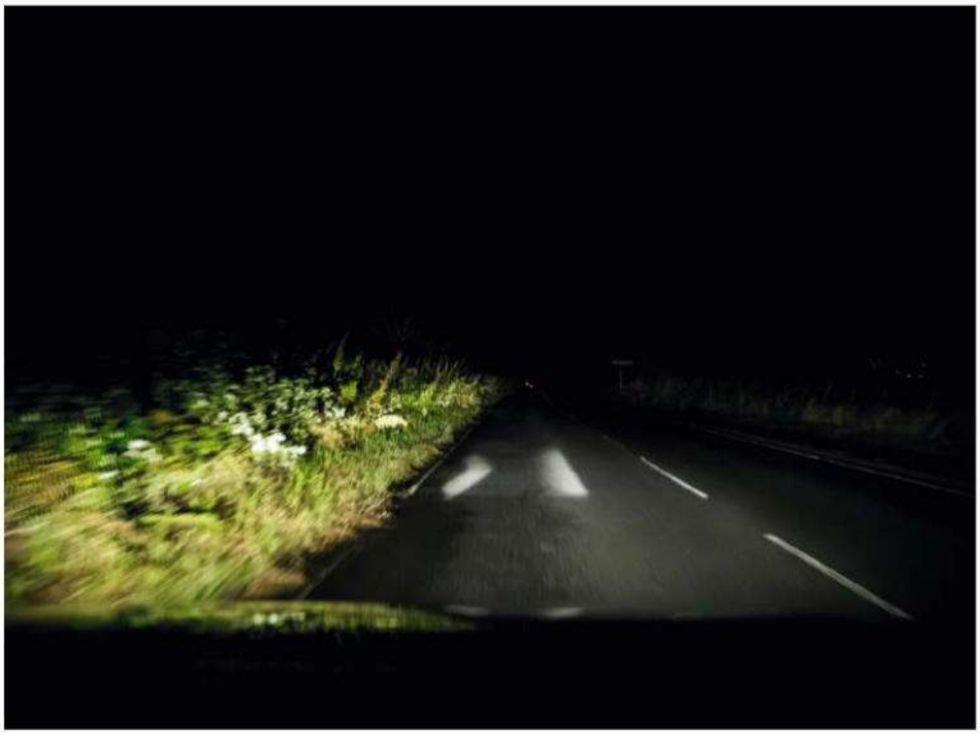
For this first contact, Audi has invited us to discover the roads of Glasgow, One of Scotland's largest cities. Driving on the left has obviously been a bit of a learning curve for us, although quickly We've gotten used to it. The doubts arose at the roundabouts and, of course, at the intersections.

AUDI Q3 AND Q3 SPORTBACK

A GOAL FOR THE SQUAD

The third generation of the compact SUV arrives with a more modern design and all the necessary technology to please, and curiously does so under the MQB platform from the previous one. Will there be a difference?

TEXT: CARLOS GARCÍA-ALCAÑIZ



Audi is once again adding a twist to the digital LED matrix lighting of its latest releases. The Q3 debuts microLED technology, allowing for even brighter and faster illumination. During nighttime tests conducted on the same day we first drove the SUV, we saw a kind of carpet appear in front of the Q3 when the distance to the car in front is several meters. Symbols are also projected onto the ground to alert the driver, for example, if the ambient temperature drops below four degrees.

AUDI Q3 AND Q3 SPORTBACK

PRICE IN €:FROM 46,590

LENGTH/WIDTH/HEIGHT(m):
4.53/1.86/1.59
TRUNK(l): 375 -1,386
WEIGHT(kg): 1,635 - 1,900
TRANSMISSION: Del-Int./Manual 6 vel. - Aut. 7 vel.

MHEV

ENGINE(type): 4 Cyl. Turbo + Electric
CYLINDER CAPACITY(cc): 1,498
POWER(cv): 150 **ENGINE**
TORQUE(Nm): 250
0-100 KM/H(s): 9.1
MAXIMUM SPEED(km/h): 208
CONSUMPTION(l/100km): 6 **CO2**
EMISSIONS(g/100km): 140

DIESEL

ENGINE(type): 4 Cyl. Turbo
CYLINDER CAPACITY(cc): 1,968
POWER(cv): 150 **ENGINE**
TORQUE(Nm): 360
0-100 KM/H(s): 9.2
MAXIMUM SPEED(km/h): 208
CONSUMPTION(l/100km): 5.3
CO2 EMISSIONS(g/100km): 138

GASOLINE

ENGINE(type): 4 Cyl. Turbo
CYLINDER CAPACITY(cc):
1.984 **POWER**(cv): 204 - 265
ENGINE TORQUE(Nm): 320 -400
0-100 KM/H(s): 7.1 - 5.7
MAXIMUM SPEED(km/h): 229 - 240
CONSUMPTION(l/100km): 7.8 - 8.6 **CO2**
EMISSIONS(g/100km): 176 - 194

PHEV

ENGINE(type): 4 Cyl. turbo + Electric
CYLINDER CAPACITY(cc): 1,498
POWER(cv): 272 **BATTERY**(
kWh): 25.7 **ELECTRICAL**
AUTONOMY(km): 119
ENGINE TORQUE(Nm): 400
0-100 KM/H(s): 6.8
MAXIMUM SPEED(km/h): 215
CONSUMPTION(l/100km): 1.7
CO2 EMISSIONS(g/100km): 39

FOR: Very high quality feel, interior modularity with sliding rear seat, ease of use with any engine, quiet running, suspension, multimedia.

AGAINST: Very tasteful front design Asian, without the 204 hp PHEV version, price of the plug-in hybrid variant, consumption of the most powerful gasoline.

The Madrid players score on the map, European cities based on the Champions League titles won.

In this way, Lisbon, Vienna, and kyiv have been 'conquered'. Another of those triumphs is Glasgow, where Zizou invented the best goal of the competition from an assist from Roberto Carlos to achieve the ninth. So when one travels to the *city* Scottish, teleports back in time without the DeLorean and imagines thousands of fans singing and celebrating in these same streets at the arrival of a new big-eared trophy to the Bernabéu's showcases.

The truth is that there are no memories of that anywhere in Glasgow, nor do many remember Audi's sponsorship of the white team, which ended in 2022 and began precisely the same year as the famous Ninth. Both things demonstrate that everything is changing at breakneck speed in a 100% digitalized society that demands ever more content. Just ask the Q3 SUV, whose third generation – the second of the Sportback – is responsible for bringing us to the land of William Wallace. A compact SUV that quickly became one of the mainstays of the German brand due to factors such as size, space, and, of course, price, since its launch in 2011, when it was curiously manufactured by Seat in Martorell (a group thing).

Over time, the Q3 –we will talk about it in a generic way, without distinction of bodies– has matured as the best of the *whiskeys* of the area until it became the benchmark in its segment. The design may not be to everyone's liking due to its slanted headlights and French-style taillights, but what's undeniable is the qualitative leap the German SUV has experienced. The doors, the roof linings, the soft plastics, the dashboard and center console upholstery, the side panels... there are no problems in any of these parts, even when subjected to abuse, which demonstrates the care with which this Q3 has been conceived to dominate its inseparable rivals, the BMW X1 and Mercedes GLA. And that's despite using the MQB Evo platform, which is derived from the previous one and shared with the VW Tiguan and Cupra Terramar. You'd think it was a completely new chassis.

Different from the rest

Audi also distinguishes the new Q3 by offering a mix of engines, with only the 150-horsepower 1.5 TSI being a mild hybrid, a powertrain that makes life difficult for the similarly powerful diesel it's priced at. It's very pleasant to use, pulls well, pulls well from low range, and average fuel consumption is nothing short of unreasonable. Its ECO label is a value worth taking into account.

The other engine that will be popular in large cities will be the e-Hybrid, thanks to its plug-in hybrid capability. In relaxed driving, it achieves over 100 kilometers of electric range, and reaches 115 kilometers in the city and on secondary roads.

In addition to the jump qualitative in the materials, to the Q3 controls It is also perceived that this SUV it is well done. Filters irregularities very well even from the ground with the suspension standard. Also Insulation has been thoroughly worked on to provide a feeling of absolute silence inside.

PEUGEOT E-3008/E-5008

DOUBLE BENEFIT

Peugeot has made a good balance: with the arrival of the new Dual Motor electric variants, its SUVs have doubled their qualities.
road, which were already well known

TEXT: DIEGOGARCÍA

Traditionally, the idea of two engines in an electric car had only one purpose: to offer more power and sportiness. But in Peugeot's case, the Dual Motor scheme used in the E-3008 and E-5008 has a different intention: to emphasize the already excellent suitability of both models for long journeys. And after our first contact trip between Alsace, France, and the Black Forest, Germany, we're pleased to say that they've more than achieved this.

With a second electric motor on the rear axle, Peugeot achieves a combined output of 325 horsepower and a maximum torque of 509 Newton-meters. Each driving mode uses this power differently: 'Normal' prioritizes the front motor and engages the rear at specific times—for example, during full acceleration—, 'Sport' uses both in a 60/40 ratio, and '4WD' ensures maximum traction with its 50/50 split. Otherwise, nothing changes, as the battery remains the standard one for the range at 74 kilowatt-hours; a factor that inevitably reduces

The range has improved somewhat compared to the single-engine variants, leaving it at 490 kilometers for the E-3008 and 467 kilometers for the E-5008. In return, the integration of the second engine does not affect the trunk capacity, and the 5008 continues to offer its third row of seats.

Where are we going?
The French motorways at the start of our trip were the ideal setting to learn how easy it is to rack up the miles with the E-3008 and E-5008. Surrounded by the familiar silence and comfortable ride, we recorded reasonably frugal average fuel consumption, between 17 and 19 kilowatts/hour per 100 kilometers. Meanwhile, the twisty roads at the end allowed us to notice how the rear engine helps round corners in 'Sport' mode. All this, along with the judicious suspension and steering adjustments, results in SUVs with brilliant performance, unflappable on any asphalt and a joy to drive anywhere.

And the further away the destination, the better.

Peugeot is launching the E-3008 and E-5008 Dual Motor models with a special Launch Edition. Its equipment includes 20-inch alloy wheels, a panoramic roof, heated and massaged electric seats, a 360-degree virtual view, and a 10-speaker Focal audio system.

PEUGEOT E-3008 / E-5008

PRICE IN €:FROM 58,026 - 60,026 –Approx.–

LENGTH/WIDTH/HEIGHT(m): 4.54/1.89/1.64 - 4.79/1.89/1.69
TRUNK(l): 470 - 1,430/201 - 1,757
WEIGHT(kg): 2,337 - 2,406
TRANSMISSION: Front-Full/Automatic 1 speed.

ELECTRIC

BATTERY(kWh): 74
ENGINE(type): 2 Synchronous Motors
POWER(cv): 325
ENGINE TORQUE(Nm): 509
0-100 KM/H(s): 6 - 6.5
MAXIMUM SPEED(km/h): 180
CONSUMPTION(kWh/100km): 17.8 - 18.7
AUTONOMY(km): 490 - 467

FOR: Performance. Ride comfort. Pleasure of highway and city driving.
AGAINST: Price in the most equipped versions. Brake pedal feel.

BYD SEAL 6 DM-i

LOOK FAR AWAY

BYD's latest offering boasts ample interior space, a large trunk, and plenty of equipment. But the biggest selling point of this new The Chinese model is its great combined autonomy...

TEXT: BORJAD Í AZ

The Comfort Lite and Comfort trim levels are paired with the highest-capacity battery, which goes from 30% to 80% of its capacity in 23 minutes and boasts combined ranges of up to 1,500 kilometres, positioning the Seal 6 DM-i as a real alternative to conventional hybrids and combustion vehicles.

BYD unveiled a host of new features at the Shanghai Motor Show, including a model that has just arrived in our country. Although it wasn't the focus of attention, it will be very important given its features. This is the Chinese firm's first station wagon model, a product designed to meet the growing demand of those looking for a practical and spacious car without having to resort to the popular SUVs.

Based on the Ocean design language, this car combines the distinctive silhouette of a station wagon with the dynamism of a sedan and the generous space of an SUV. The result is a plug-in hybrid family car that, in terms of size, is related to the D segment, although its wheelbase places it closer to the C segment. Its main unique feature lies in a three-level double waistline that visually lengthens the vehicle, with a contrasting D-pillar and a tailgate that adopts a clean and well-organized appearance. The elaborate aesthetics allow this family car to boast a low aerodynamic drag coefficient of just 0.28.

Goodbye to tiredness

Inside, it follows the trend shown by the rest of the company's models, with a large central screen of 12.8 or 15.6 inches that can be oriented vertically or horizontally, a small *display* for the instrument panel, a multifunctional leather-trimmed steering wheel, and a generous center console that provides space for wireless charging of two mobile phones and also for two drinks. All this with comfortable seats, high-quality materials, and plenty of space for rear seat occupants. In short, the interior doesn't disappoint at all...

Under the hood, both the Seal 6 DM-i Touring and the sedan use BYD's fifth-generation Dual Mode (DM) technology, which includes a high-efficiency thermal propellant (43%), an electric motor with an integrated controller, and a battery pack that can have two capabilities. Behind the wheel, the new member of the family proves to be a pleasure to drive, with high levels of comfort and low fuel consumption, with the electric motor being the star of the hybrid system. Its setup is geared towards achieving high levels of comfort, which it achieves, without compromising on more twisty terrain thanks to a reliable chassis accompanied by steering with good feel and a firm brake pedal, ideal for regulating progressive braking. The ride is also smooth, offering good response at all times and decent performance.

With the launch of this model, BYD aims to lead the global renaissance of the family car segment, "establishing Chinese-made passenger cars as trendsetters worldwide." It arrives in Spain with Boost, Comfort Lite, and Comfort trim levels. Standard features include LED headlights, 17-inch wheels, power-adjustable front seats, an 8.8-inch digital instrument cluster, four USB ports, a rearview camera and parking sensors, a V2L function, as well as roof bars, an electric tailgate, and a rear wiper on the Touring. There's no doubt that, given its features, equipment, ride comfort, and price, this Chinese model will challenge many of its European rivals, and if not, time will tell.

As a true BYD, it boasts a wealth of technological expertise and advanced driver assistance systems, with more than 20 functions, including navigation-based cruise control, automatic ramp entry/exit, lane changes, and autonomous overtaking, as well as smart parking assistance for tight urban spaces. It also features the DiSus-C intelligent body control system, which adjusts damping in real time.

BYD SEAL 6 DM-i

PRICE IN €:FROM 35,790

LENGTH/WIDTH/HEIGHT(m):
4.84/1.87/1.49
TRUNK(l): 491-1,370/500-1,535
WEIGHT(kg): 1,665 - 1,805
TRANSMISSION: Del./Aut. variator

PHEV

ENGINE(type): 4 Cyl. + Electric
CYLINDER CAPACITY(cc): 1,498
POWER(cv): 184 - 212 **BATTERY**(kWh): 10.1 - 19
ELECTRICAL AUTONOMY(km): 105
ENGINE TORQUE(Nm): 300
0-100 KM/H(s): 8.9 - 8.5
MAXIMUM SPEED(km/h): 180
CONSUMPTION(l/100km): 1.3 - 2.3

FOR: Equipment. Habitability. Ride comfort. Smoothness of the hybrid system. **AGAINST:** Maximum charging power in DC and AC.

Somewhat complex interface

0462 NFK
0470 NFK

TOYOTA AYGO X CROSS HYBRID

COULD NOT BE MISSING

It had to be Toyota that put on sale the smallest 'real' hybrid on the market, with all the advantages of this mechanism, among them, the ECO label

TEXT: PEDROBERRIO

The center console, below the dashboard, change full compared to the previous one, with new controls air conditioning and wireless charging. This console is extends until the back seat and divides the two rear seats since Inside it houses a ventilation system for the battery. The screen multimedia can be 9 or 10.5 inches.

TOYOTA AYGO X CROSS HYBRID

PRICE IN €:FROM 20,900
LENGTH/WIDTH/HEIGHT(m):
3.78/1.74/1.52
TRUNK(l): 231 **WEIGHT**(kg):
1,090 - 1,185 **TRANSMISSION:**
Front Aut./1 speed
HYBRID
ENGINE(type): 3 Cyl. + electric
CYLINDER CAPACITY(cc): 1,490
POWER(cv): 116 **ENGINE**
TORQUE(Nm): 120
0-100 KM/H(s): 9.2
MAXIMUM SPEED(km/h): 172
CONSUMPTION(l/100km): 3.8

FOR: Agile behavior, actual consumption equal to approved, optional roof. **AGAINST:** Rear seats are very tight, price is high, only 1,000 euros cheaper than the Yaris.

It may seem like an easy task to take advantage of the hybrid mechanics of the Yaris and place it in the small Aygo X, the recipe for obtaining the first urban mini*full-hybrid*on the market just by combining those two ingredients. But as Spanish engineer César Romero, who was part of the Aygo X Cross Hybrid development team, explained, “the Aygo had to be redesigned from the B-pillar back,” a complicated task.

The 0.76 kWh battery in the Yaris hybrid system consists of two parallel cell stacks. In the Aygo, the battery is positioned in line under the rear seat, while the standard 12V battery has been moved from next to the engine to under the trunk floor, without reducing its capacity. The front end is new because it has had to be redesigned and increased in length by almost eight centimeters to accommodate the new, larger-displacement engine, although this has helped to slightly improve aerodynamics.

True ECO

The 116 hp is 44 more and makes the Aygo X a truly agile car, even though the multi-speed automatic transmission is still not particularly quick. The goal of a hybrid vehicle is to reduce fuel consumption and emissions, In this case, it's been achieved, and any driver, without special care during their journeys, can lower the official figure. This is what happened to us during the test of just over 100 kilometers we conducted both in the complicated center of Berlin and the surrounding areas, including a stretch of Autobahn with no speed limit. With all this, the average consumption was just 3.6 liters, truly surprising.

The improvement in performance, ride comfort, and noise level compared to the previous Aygo X is spectacular, and we were able to confirm this by testing both models. Although its size is that of a born urbanite, it can easily venture out on interurban routes, but it's in the city where it really thrives and its hybrid engine is fully utilized. The only downside is the price, 1,000 euros for the Yaris with the same engine.

The savings are minimal, given the loss of 16 centimeters of length, much of it in the rear seats, and a trunk space of around 40 liters. It's been a while since production costs were directly related to the length of a car, and that sadly penalizes smaller models, even those as well-designed as this one.

The GR Sport version is now much more than just a cosmetic finish. It's offered only in this striking yellow color with two-tone black paint and exclusive 18-inch wheels. The interior also features a specific decor, but the best part is that the suspension and steering have specific settings for a more dynamic ride.

NISSAN
MICRA
HF-630-BE

NISSAN MICRA

SYMPATHY AND ECOLOGICAL

Time to forget about thermal engines in the new and smallest member of the Nissan family, a A zero-emission model, but packed with good arguments to boost electric sales

TEXT: BORJAD Í AZ

After a period of rest, the popular Japanese utility vehicle goes fully electrified in its sixth generation. The proportions are familiar, which is not surprising, since the Micra is based on a model that has entered the Spanish market with force: the Renault 5 E-Tech. The Nissan Design Europe team has been responsible for giving the Micra a cheerful and casual look, characterized by striking headlights that welcome the driver with a "wink" and taillights that also feature that authentic circular lighting.

Inside, the theme of "simple and understated elegance" is revived. It's actually the same design as the aforementioned R5, but this time with the Nissan logo on the steering wheel and several hidden design details that reference the culture. Japanese emblem, like a molded outline of Mount Fuji between the front seats. The two 10.1-inch screens remain, one for the instrumentation and one for the multimedia system with integrated Google services, as well as customizable ambient lighting.

There are no changes in the mechanical department, so we have two batteries and two different power levels, with similar ranges and V2L technology to power external devices such as speakers, air pumps, or even vacuum cleaners. And as you can imagine, there are no differences in performance either: the AmpR Small platform was developed by engineering teams from both companies for these cars.

More for less
That's great news for the Micra, as it's a pleasure to drive. We're not saying this because it offers outstanding ride comfort, as this is normal, but rather because of its high level of dynamism. It's an agile, precise, and well-positioned car that thrives on the road when tackling twisty sections thanks to its brilliant chassis. Furthermore, unlike the R5—they will be introduced later in the Renault—you have paddle shifters to regulate regenerative braking based on four levels—including a one-pedal mode—so you can achieve somewhat more contained energy consumption if you rely on them. The powertrain's response is remarkable, and it retains the driving modes known as 'Eco', 'Normal', 'Sport', and 'Individual'.

Production of the Nissan Micra will take place at Renault's Ampere ElectriCity plant in Douai, France. Orders are now open, with the first deliveries expected in December 2025.

The Micra is offered with the finishes Acenta, N-Connecta and Tekna. It comes standard with 18-inch wheels, a screen multimedia of 10.1 inches, air conditioning, Apple connectivity Carplay/Android Car, full LED lights, opening and starting keyless, glass tinted, sensors of*parking*rear, radio, charger 11 kW on-board heat pump...

NISSAN MICRA

PRICE IN €:FROM 25,450
LENGTH/WIDTH/HEIGHT(m): 3.97/1.83/1.49
TRUNK(l): 326-1.106
WEIGHT(kg): 1,377 - 1,481
TRANSMISSION: Del/Aut. 1 vel.

ELECTRIC
POWER(cv): 122 - 150 **BATTERY**(kWh): 40 - 52 **AUTONOMY**(km): 319 - 419 **ENGINE TORQUE**(Nm): 225 -245 **0-100 KM/H**(s): 8.0 - 9.0 **MAXIMUM SPEED**(km/h): 150 **CONSUMPTION**(kWh/100km): 14.2 - 14.7

FOR: Cheaper than R5. Google services. Easy to disconnect ADAS. of the brake pedal. Isolation. Dynamism.
AGAINST: Rear seat roominess. Steering feedback. Regeneration paddle shifters only on higher trim levels. Without 95 hp entry-level version.

ESTARÁS VOLANDO

McLAREN 750S

No matter how difficult it was for you to get there – in every sense – when you're at ground level, behind the wheel of this McLaren remembers one thing: airplane mode activated

TEXT: JOSE CARLOS LUQUE / PHOTOS: CHRISTIAN COLMENERO

LIKE A GOOD MCLAREN, THE 750S IS UNREACHABLE IN FAST CURVES

L

The imperturbable peace of the newsroom in mid-August is about to be shattered. Issue 331 of Car and Driver will mark a before and after for this publication in our country, or at least, that's what those of us who have invested so much effort in it hope. Behind us are more than two months of hard work to completely redesign the magazine—in form and substance—and everything has to be perfect by closing time, I repeat out loud over and over again, taking advantage of my extreme solitude. Outside, in Plaza de Castilla, traffic is at a minimum and the mercury is inviting you to anything but a cup of coffee, which is exactly what I'm about to do... for good reason! It's my birthday, and at the Hearst group, that means Cristina Martín Conejero, the company's CEO, is inviting you to a free breakfast, and at none other than Favorit... Ha! A loser, yes. But with style.

However, on the way to the most photographed and *Instagrammed* From all over the country –thanks to our friends from women's magazines– my phone starts ringing and this time it's not a greeting *random*. It's... Mr. McLaren? "I have something very powerful to offer you for your anniversary issue, but it has to be now. Tell me you're in Madrid." – he tells me – But Mario, where else could I be better than here on any given August 13th, with this cool air and surrounded by colleagues, family, friends...!

An inimitable gurgle

Mid-engined supercars are unbeatable. From the first glance, they captivate you with their slender silhouette, their refined aerodynamics, and that unique stride they have on the road, truly ground level with it. Then there are those exclusive details like the scissor-opening doors of our English racer, which seem designed so that before they even open, you're dying to jump—literally—into the driver's seat. I was in that exact position while Mario Camacho—Mr. McLaren, to us—worked hard to explain to me all the new features introduced in the 750S compared to its predecessor, the 720S, which also brought us together in a similar way last year. "You'll see that both screens, the one on the dashboard and the central one, are new, they have higher resolution and not only have more advanced menus, they also allow you to connect your mobile phone via Android Auto or Apple Car Play," he tells me with the intoxicating melody of the V8 Biturbo. *in crescendo* behind me. It is certainly an inimitable, intoxicating gurgle. Nothing like the Favorit coffee maker, I reflect as the *briefing*–. "The steering wheel is similar, with The shift paddles are anchored to the steering column, and most of the buttons remain in place, although there are new features that you will discover over time. For example, the button to activate the *damping* It's the same, but the system has improved and now raises the front suspension immediately to overcome speed bumps or access steep ramps, such as those leading to a garage. But my favorite button is the one with the McLaren badge on it...", he emphasizes. I suppose pressing it is equivalent to taking the red pill in The Matrix or something like that, right? "You couldn't have put it better," he smiles. "It's called McLaren Control Launcher and it allows the driver to save their preferred configuration for aerodynamics, engine map, transmission, and other controls. Currently, it's configured to put everything into 'attack' mode with a single touch." Let's see if I understand correctly... –I interrupt him– So, when I want to feel like Brad Pitt leading an F1 Grand Prix in the film that bears his name, I press here, right on the *boomerang*, TRUE?

Power of attraction

The next morning, Christian Colmenero and Paloma Concejo are waiting for me at the crack of dawn in the editorial garage with their complete photography equipment in the trunk of their car, perfectly arranged next to their suitcases... When a McLaren knocks on your door, everything else can wait; and that unique expression on their faces, equal parts amazement and admiration, gives them away.

On the way to some of our favorite test sections in the Guadalajara mountains, I take some distance from the production team to begin to squeeze the potential out of the latest Woking Super Series, the series that distinguishes its highest-performance models. On the fastest sections, with sweeping curves and wide roads, the 750S proves especially comfortable. Its steering is so precise, so direct, that we can almost feel its tires gripping the asphalt, inch by inch, regardless of the radius of the curve and the speed we're traveling. It's as if you could be inside a souped-up Scaletrix car, feeling all that grip while simultaneously enjoying a pace that borders on the paranormal. In this sense, it's worth noting that there are few cars as efficient in corners as this McLaren, something I had already experienced with other cars from the brand such as the 675LT or the 720S and 720S Spider. But with this new model, it's clear they've gone a step further. It's fast, stable.

-

It accelerates from 0-100 kilometers/h in 2.8 seconds and from 0-200 km/h in 7.2, but if its straight-line performance is astonishing, its cornering performance is even more outstanding. The Pirelli P Zero Trofeo R 245/35 R19 (front) and 305/30 R20 (rear) tires keep the 750S anchored to the asphalt and also transmit a wealth of information to the driver about what's happening below.

The steering is electro-hydraulic and a marvel of calibration and speed. The brakes also have a fabulous feel despite being carbon-ceramic. They include 390-millimeter discs at the front and 380-millimeter discs at the rear, and they are necessary, since the 750S reaches really speeds dizzying and is capable of long circuit runs; the only place where you can get the most out of it.

McLaren
750S
SURREY · ENGLAND

AERO
LAUNCH
Nave
Ajuste
Segur
Desbloq
Sistema
Idioma, sof
22.5

IT REQUIRES CONCENTRATION – AND MANY OTHER FACETS...–

As in everything*supercar*For any car, you have to do a bit of contortion to get inside this McLaren, but once inside, it's all good. The bucket seats hug the body perfectly and leave us in a comfortable position, although more reclined than in any passenger car, with our legs fairly stretched out and level with the floor. It's the best position you can have in a car like this because it requires you to look far ahead, be focused at all times, and react quickly. In the 750S, everything can happen very quickly.

LD25 JXY

McLAREN
750 S

PRICE IN €:330,000 LENGTH/
WIDTH/HEIGHT (M):4.57/1.93/1.96
TRUNK (L):210
WEIGHT (KG):1.464
TRANSMISSION:REAR/AUTOMATIC 7 SPEED

GASOLINE
BLOCK:GASOLINE. BITURBO V8 32V
CYLINDER CAPACITY (CC):3.994
POWER (HP/RPM):750 to 7,500 ENGINE
TORQUE (NM/RPM):800 to 5,500
0-100 KM/H (S):2.8
MAX SPEED (KM/H):332
CONSUMPTION (L/100KM):
12.2 C0$_2$ EMISSIONS (G/KM):276

FOR: Mechanics. Performance. Sensations of Driving. Control even at the limit. **AGAINST:** Price. Little aesthetic difference compared to its predecessors. Some turbo lag.

EVERY SIP OF V8 GASOLINE IS PURE DOPAMINE FOR YOUR BRAIN

and very emotional; a wonderful cocktail that also surprises on slow corners and makes even the longest straights vanish almost in a breath. This behavior is influenced, of course, by the aforementioned steering, but also by the carbon fiber chassis, which keeps the overall weight under 1,500 kilos, and the 4.0-liter twin-turbo engine, which you enjoy from the first to the last decibel and whose performance simply has to be experienced to be believed.

The power and torque delivery are so wild that beyond 5,000 rpm, you naturally tend to ease off slightly before continuing to accelerate, because, especially at first, you think the engine has gone crazy. In reality, you're the one on the verge of losing your mind, because the 750S's acceleration and acceleration are lightning fast. Few cars offer the sensation of being one with the engine as you do in this one. The seven-speed automatic transmission is a dual-clutch transmission that seems to read your mind, but what's more, every time you use its paddle shifters, it gives you a loud "clack" with its corresponding jerk, allowing you to feel with your own hands what just happened behind you, in the engine. That's called enjoying the mechanics to the fullest, as if every sip of gasoline from the V8 translated into a good dose of dopamine for your brain.

Where are you?

We masterfully weave together consecutive curves to the point where the mountain stretches seem to disappear as we pass by. As we enter and leave towns, we reduce our speed drastically and the sound of our *supercar* British makes all heads turn as he passes by. In the throes of ecstasy, I manage to focus my attention on the looks on those people's faces again and guess what? Again that same expression, somewhere between surprise and adulation. Other people, same faces. Like Christian and Paloma's. By the way, Christian and Paloma! If I came with them... "Shh Jo... Jo... José, where the f... are you, man?" he blurts out. *walkie* at that very moment. Excuse me, you won't understand, but I was flying.

The price of supercars has been rising in recent years, and the McLaren 750S is no exception. Its starting price of over 300,000 euros can be significantly increased if we add track-oriented brakes and tire options. But the truth is, on the road, you don't need anything else. Quite the opposite. With the standard equipment, you're looking at a vehicle with dizzying performance that's too small for any road.

PIRELLI
P ZERO
FIA

SALTO A LO DESCONOCIDO

THE AMBI ICI BEAR TECHNICAL REGULATION CO TR AER ACHIEVES A NEW VA GENERATION OF MONOPLACES MORE RISKY THAN EVER

TEXT: SERGIO MARTINEZ

FIA
FIA Formula 1 World Championship
E
PIRELLI
P ZERO

FIA
26
F1
FIA Formula 1 World Championship

LESSER DRAG TO KEEP THE SPEEDS CURRENT AND NOT LOSE COMPETITIVENESS

Finally, in 2026, Formula 1 faces one of the most profound technical regulation changes in living memory, comparable only to when the category decided to incorporate hybrid power units. And it is precisely this hybrid technology that is largely to blame. The category has opted to increase the electrification of its single-seaters. This decision is not without risk, as more than one or two top-level series have had to backtrack on their electrification due to rising costs combined with low popularity. But the category made a commitment a few years ago, and a manufacturer like Audi joined simply because of this challenge.

More electricity

Greater electrification at the cost of less involvement of the classic combustion engine. How to increase electric power and reduce combustion while still having the fastest single-seaters on the planet? This is the challenge taken on by the category, which decided that the best way was to reduce the *drag* of vehicles turning to it for something that for years was taboo: active aerodynamics.

Wings that change their incidence depending on whether they are on a straight line or in a curve, and which F1 itself has called 'X' and 'Z' modes. The first for straights, the second for curves, with asterisks indicating that more daring things could be attempted in the future. This type of aerodynamics

FIA
FIA Formula 1
World Championship

námica has been banned practically since its inception due to its high level of danger, but in 2026 it has been seen as the way to prevent the competitiveness of single-seaters from plummeting, to the point that any rival series could opt to put faster prototypes on the track.

The 'X' and 'Z' modes

It won't be the only major change, as hand in hand with active aerodynamics comes automatic energy management, which promises to be a source of controversy from the very first minute. What's worse, it will give the category an artificiality that it's unclear how it will sit with both drivers and fans. More speed means less energy, and therefore, less acceleration. But it also means extra energy when driving close to another driver with the possibility of overtaking, replacing DRS. Giving more energy to the chasing driver than to the leader, a move that could completely change the way we approach races, as it could no longer be profitable to lead a race or even to overtake before a hypothetical one. Each last lap. Something that's on the table, but Formula 1 doesn't seem interested in addressing it... at least for the moment. Every veteran frowns when this topic is brought up, but the FIA has decided this is the way forward and isn't prepared to change a comma until absolutely necessary, as recognizing errors isn't usually in the nature of someone who drafts regulations.

The concern is real, but to date it has only been expressed by participants who have been running simulations for several years, and what they find isn't something they dislike, but something that scares them. Spins in a straight line, loss of control due to the changing impact of the movable wings, scares from unexpectedly losing the support of electric power. A string of complaints that, far from putting the category on notice, have been identified as political tools used by some teams that—and this is no secret—have tried to make the power units more conservative, more similar to the current ones, seeing themselves theoretically at a disadvantage compared to some rivals. But how do you know you're at a disadvantage if there's no way to compare yourself with anything or anyone?

–Regarding changes that have been applauded by drivers and fans, there is a slight, and clearly insufficient, reduction in size. Specifically, 200 millimeters have been shaved off the wheelbase and 100 millimeters off the track width, reducing the overall length from two meters to 1.90 meters, and resulting in a weight loss estimated at 30 kilos. Far, far from the ideal goal, but today, electric technology is still heavy, and the agile single-seaters that fans crave will take a while, and we're talking hybrid cars. Well, they've tipped the scales at 768 kilos, compared to the 605 kilos that F1 cars had in 2009, just before the introduction of KERS and all the current electrification.

Less weight and size, but still far from the goal

Those who weren't able to adapt to the last generation and stop using the flat bottom are also in luck, as this element returns, at least partially, reducing the dependence on ground effect and diffusers. Added to this are smaller tires that—thoughtfully—won't lose grip, according to Pirelli, and will maintain the 18-inch rim diameter that was so talked about in its day.

The power unit dispenses with one of the most controversial elements of this latest generation: the MGU-H, which has caused a bitter struggle for a veteran manufacturer like Honda and has been an insurmountable barrier to entry for other engine manufacturers. In return, the power of the MGU-K has been significantly increased, practically tripling its use in the current powertrains. Its energy will be used to replace that of the combustion engine, to the point where the split is close to 50/50. Thus, a real challenge is also faced in energy recovery, which, for better or worse, will continue to be unrestricted and completely restricted by regulations.

Special mention should be made of synthetic fuels with a net-zero carbon footprint. Their presence should have been increasing in recent years, but it won't be until 2026 that they reach 100%, and not without problems. Fuel suppliers themselves have warned of a cost well above the initially estimated cost, which could reach almost $300 per liter of fuel, depending on different scenarios. The door has also been left open for one of these fuels to be introduced.

MORE POWER

ELECTRIC AT THE EXPENSE OF THE CLASSIC ENGINE OF COMBUSTION

ormula 1
pionship™
FIA

Suppliers hit the right note and leapfrog the rest. Formula 1, via regulations, has decided to be brave at a time when the situation perhaps didn't require it. It's no secret that the arrival of ground effect has been a fiasco. The constructors have been unable to understand the cars, and what was touted as their greatest virtue—following rivals closely and increasing overtaking—simply hasn't happened. For this reason, there is more reluctance than ever when both the FIA and Formula 1 sell the benefits of what's to come. But above all, there was no reason to face a change of such magnitude.

F1 is enjoying an enviable state of health, with growth across all its metrics, with no signs of stagnation even remote. And although there is a whole school of thought that maintains that changes must be made before the need for them becomes obvious, these are very radical, and there are compelling reasons to doubt their outcome.

Much uncertainty

The problem isn't the electrification of the category, something that Formula 1 with its hybrid engines has already left behind, but the excessive interventionism that has been achieved. Because it's one thing for a driver to decide to do something.*lift and coast* looking for a benefit within their race, and another that it is the category that decides that, the faster you go, the less energy you will be able to use, that if not the consumption is very high and the accounts do not add up, or that since you want to overtake, I am going to give you an extra 'shot', leaving those who try to maintain their position in a state of defenselessness.

To be frank, there are changes that frighten even traditional spectators, reasons to believe that the essence of the competition could be compromised, and who knows if the new Formula 1 will be as popular as the one we've experienced so far. Yes, Audi has arrived, but Renault has been lost along the way, and who knows if GM will finally enter in 2029. We can only hope the FIA's predictions are accurate; otherwise...

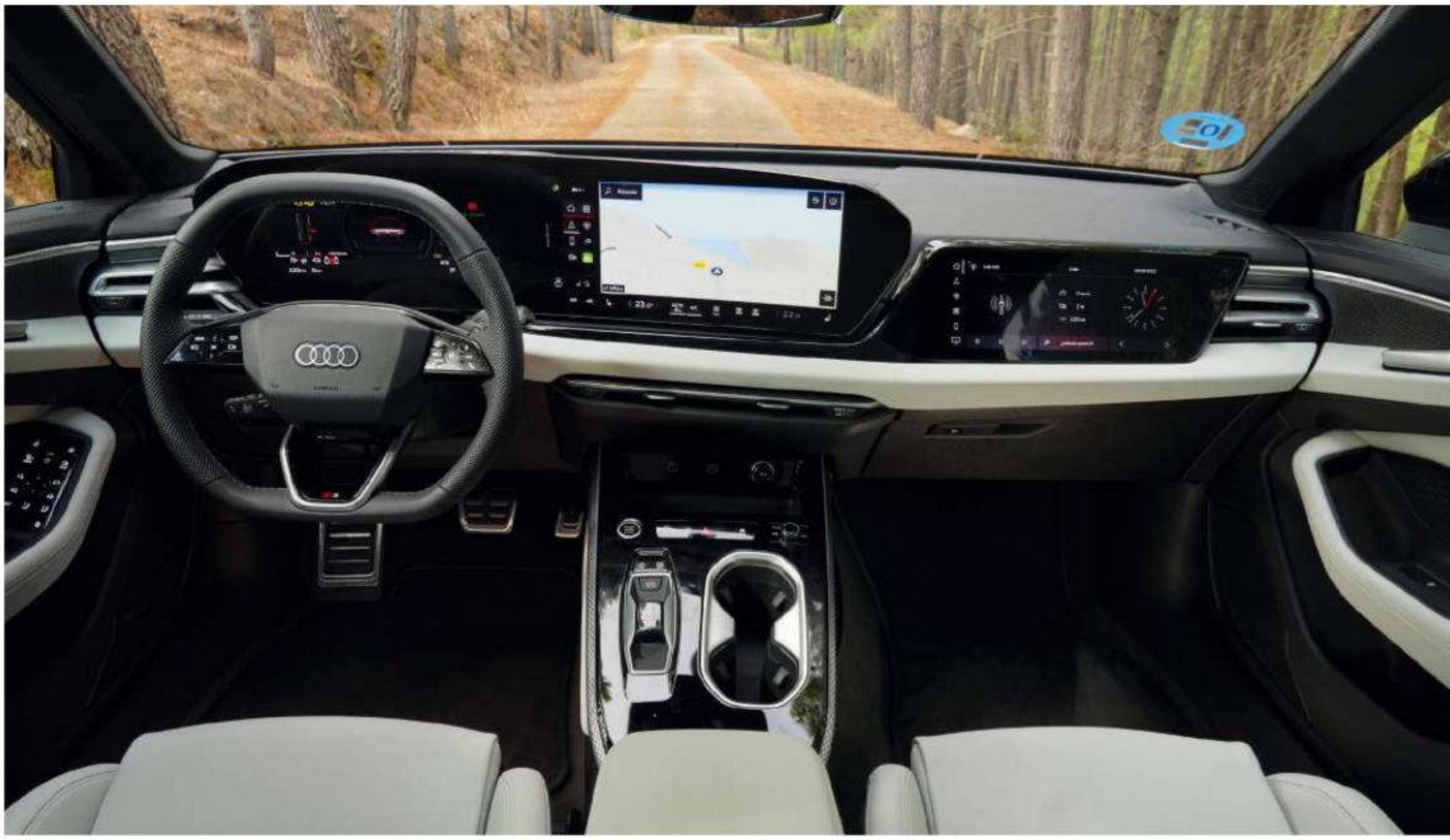
Mercedes E 300 e BMW 550e xDrive

SANGRE BLUE

They were once the queens of their brands, but these three German sedans They have managed to survive in this new era with versatile PHEV mechanics.

TEXT: ANTONIO RAMOS OCHOA PHOTOS: CHRISTIAN COLMENERO

Audi A6 e-Hybrid quattro



Inside, the three welcome us to an atmosphere *premium*with an ambitious bet due to the technology that also means clearing the dashboard of physical buttons. The Audi and the Mercedes now offers up to three optional screens, including one for the passenger. The BMW makes do with two, but maintains a functional steering wheel. iDrive to navigate the system without being distracted by tapping on the screen.

E

In a world dominated by SUVs, there are few examples of large sedans still available on our market. Sadly, fewer and fewer. However, Audi, BMW, and Mercedes owe a lot to this format that was once The family's favorite choice, as if to let it die just like that. On the contrary, they present us with a new generation of E-segment models that not only maintain their traditional elegance and presence, but also adapt to the present with plug-in hybrid engines that bear the DGT 0 label and offer electric ranges of around 100 kilometers.

Sporty elegance

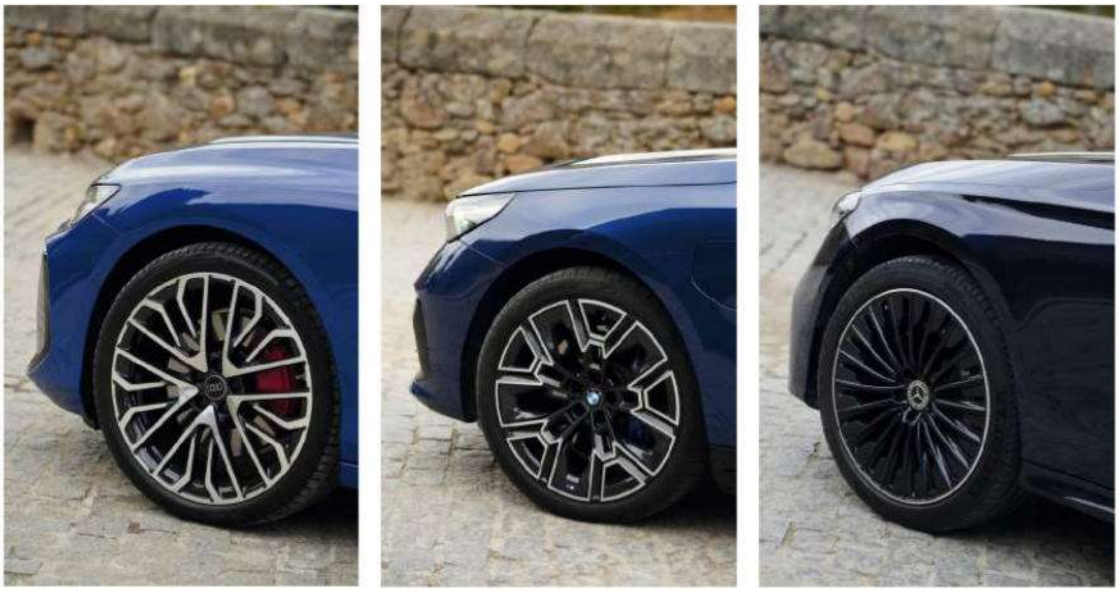
Both the Mercedes E-Class and the BMW 5 Series have been around for a while, but it wasn't until 2025 that Audi launched the ninth generation of its quintessential sedan to complete the classic German trio. It's done so in its own way, opting for a stylized silhouette that's almost 5 meters long and a front end featuring a massive Singleframe grille and digital Matrix LED headlights with customizable light signature. This, along with its Ascari Blue color and Black Line package, has made it the star of the show in my neighborhood. However, it's closely followed by its other two competitors.

The E-Class combines classic elegance with technological details such as its star-patterned grille and illuminated surround. The 5 Series, meanwhile, is the largest at first glance and even with the meter in hand – the only one over five meters long – looks a bit more impressive. *spec*which together with its figures, make it worthy of being an M5*light*, with a very successful dark blue color, the Tanzanite Blue from BMW Individual, which 'only' increases the price by 2,437 euros.

Otherwise, as large German sedans, they make their status clear with a very notable perceived quality in both materials and technology, as well as comfort features. The Mercedes offers the most rear headroom and legroom. The Audi, on the other hand, is penalized in height by its more stylized silhouette and high center tunnel. The BMW falls somewhere in between, although its center seat is the most uncomfortable due to its backrest. In any case, none of the three, despite their size and segment, excel in this aspect, and they are more cars for four occupants, who will travel very comfortably, than for five. In the trunk, the BMW wins with 520 liters. And, unlike the Mercedes or the Audi, this PHEV version doesn't lose capacity compared to its non-plug-in siblings, although its somewhat irregular shapes detract from its practicality. Despite this, if I had to take a long trip in one of these three sedans, my choice would be the flagship model. All three offer outstanding ride quality and good handling.

-

Much of the appeal of these three sedans lies in their footwear. The Audi features 21-inch RS wheels that reveal the red brake calipers. BMW and Mercedes instead settle for 20-inch wheels, but also adopt a sporty style with its M and AMG hallmarks, in a two-tone finish on the Bavarian model and in an elegant multi-spoke design and gloss black on the Stuttgart model.



Traveling with the Mercedes E-Class is a pleasure

The MBUX Superscreen Mercedes and its lighting form the driving position more spectacular, accompanied by a wooden console.

-performance, but this E-Class pampers its occupants like no other. The most comfortable setup of its air suspension, soft but stable, is complemented by the spaciousness of the cabin and its seats. Its level of comfort is such that it's easy to lose track of your speed on the highway. The BMW is at the opposite end; the sportiest and most powerful of the three. That doesn't mean it's uncomfortable; in fact, it's on par with its other two rivals in this regard. However, it allows a little more noise to reach the cabin and information to the driver, especially in Sport mode. With this program, its behavior is transformed, allowing us to enjoy a *feeling* A more direct handling. The chassis rides firmly even in the twisty terrain that the Audi and, especially, the Mercedes struggle with most, and it displays surprising agility—especially considering it's the largest and heaviest of the trio—and even lets you play with its rear end despite being an all-wheel drive car.

Approaches *premium*

Compared to the four-cylinder engine of the Mercedes E 300 e and the Audi A6 e-hybrid quattro, the BMW 550e xDrive boasts a six-cylinder engine that, in conjunction with its electric motor, delivers 489 horsepower and 700 Newton-meters of torque, along with a truly stimulating sound. All of this makes it a worthy mini M5 that's more accessible, versatile, and even elegant.

The Audi, for its part, offers the best of both worlds. Its ride comfort and insulation are practically on par with the Mercedes's, and, as usual, its Drive Select offers a good range of operating modes. In dynamic driving, it feels precise, and although body roll is somewhat more noticeable than in the BMW, it controls bounce well to feel stable and well-balanced. Furthermore, in our tests, it proved to be the most efficient overall—closely followed by the Mercedes—with a battery recovery capacity superior to that of its rivals, meaning its approximately 570 kilometers of gasoline range and 100-120 kilometers of battery life go further than it seems. It's true that the BMW offers the longest total range, with approximately 718 and 100 kilometers respectively—thanks to its larger 60-liter tank—but although its fuel consumption isn't very high for its displacement and performance, it drains the battery more quickly than the other two and relies more on it. Furthermore, its adaptive braking system isn't as helpful as the three-stage manual mode using paddle shifters found in the Mercedes and especially the Audi, with its always effective coasting.

The Mercedes E-Class is the king of comfort, partly thanks to its comfortable seats that mold to the body as if they were were made for your back. Its two rivals, on the other hand, have, at least in these units, more sporty seats, which, while not uncomfortable, are not quite at their level, although they do offer better leg support.

	AUDI A6 E-HYBRID quattro	BMW 550e xDrive	MERCEDES-BENZ E 300 e
PRICE IN €:	**FROM 88,490**	**FROM 89,200**	**FROM 69,345**
LENGTH/WIDTH/HEIGHT(m):	4.99/1.87/1.41	5.06/1.90/1.51	4.94/1.88/1.48
TRUNK(l):	354.	520	370
WEIGHT(kg):	2.220	2.230	2.190
TRANSMISSION:	7-speed Integral/Automatic	8-speed Integral/Automatic	9-speed Rear/Automatic
	PLUG-IN HYBRID	**PLUG-IN HYBRID**	**PLUG-IN HYBRID**
BLOCK:	Gasoline 4 Cyl. Turbo + Electric	Gasoline 6 Cyl. Turbo + Electric	Gasoline 4 Cyl. Turbo + Electric
CYLINDER CAPACITY(DC):	1,984	2,998	1,999
POWER(cv):	367	489	313
ENGINE TORQUE(Nm/rpm):	380/1,600-4,500 + 350	459/1,750-4,700 + 280	320/2,000-4,000 + 440
BATTERY(kWh):	25.9	22.1	25.4
ELECTRICAL AUTONOMY(km):	98	93	108
0-100 KM/H(s):	5,3	4.3	6.4
MAX SPEED(km/h):	250	250	236
CONSUMPTION(l/100km):	2.5	0.8	2.1
EMISSIONS (CO_2 g/km):	56	18	48

FOR: General design, battery efficiency and recovery, ride comfort.
AGAINST: Trunk, piano black, central tunnel in the rear seats, version 270 kW only in the top of the range.

FOR: Performance, dynamic section and adjustment options, capacity trunk, iDrive control.
AGAINST: Electrical consumption, retention adaptive, lower soundproofing than its rivals, charging at 7.4 kilowatts maximum

FOR: Ride comfort, soundproofing, seats, space in the rear rows, direct current charging.
AGAINST: Brake pedal feel, quantity and cost of extras, trunk in PHEV version.

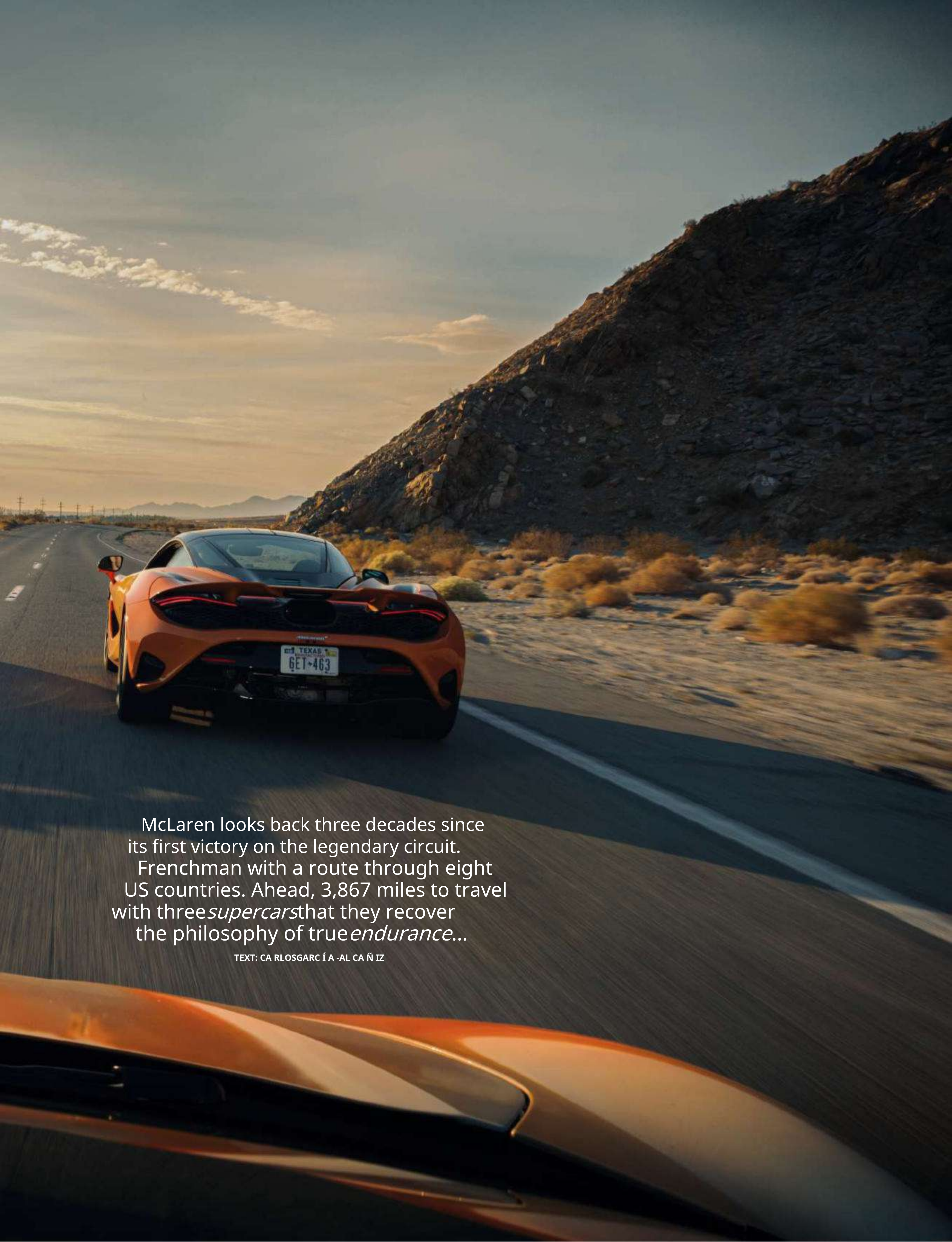
The BMW 530e is by far the sportiest and most powerful

While all three offer electric ranges which are around 100 kilometers, the Mercedes E-Class is the only one that has direct current charging, 55 kilowatts. The other two are satisfied only with alternating current, the A6 with a maximum power of 11 kilowatts, the 550e with 7.4.

The Audi A6 offers an optimal balance

4187 NCK
5951 NCV
A6

OBJETIVO LE MANS



McLaren looks back three decades since its first victory on the legendary circuit. Frenchman with a route through eight US countries. Ahead, 3,867 miles to travel with three *supercars* that they recover the philosophy of true *endurance*...

TEXT: CARLOS GARCÍA-ALCAÑIZ

A

By now you will know that Car and Driver landed in Spain in 1995 to be “The magazine with the most features”, as advertised on television in a *spot* where Emilio de Villota, a Porsche 959 and the voice of Ramón Langa –Bruce Willis when he speaks in Spanish– starred. That same year he was chosen by BMW to put the Z3 on sale, the 10 millionth Seat was manufactured –a Toledo that the then Prince Felipe drove through the Zona Franca–, an armored Audi 200 saved José María Aznar’s life from a terrorist attack, Schumacher won his second F1 title... The Internet was beginning to wake up, there was no trace of *smartphones* –the foundations were laid for Nokia– and, of course, no one imagined the ADAS revolution in the automobile. These are some touches that help put some context into the story of overcoming that we are going to tell you, which also happened in 1995. The story of a team of people and machines that came close to glory in the most extreme endurance race on the planet, although to touch it,

We have to go back to the mid-1960s, when a young Bruce McLaren participated in Le Mans six times and achieved victory alongside Chris Amon at the wheel of a Ford GT40, a car that would make for another story—and a film—. From then on, Bruce became obsessed with the idea of winning the race, but with his own brand, something that was achieved 29 years later, now without him at the helm, as he died in 1970 at Goodwood while testing one of his racing cars, the M8D. This conquest took place one rainy night. Chronicles of the time do indeed speak of the heroics of the various McLaren teams on the La Sarthe circuit, starting at a disadvantage against the competition, which was better prepared and with cars that cost much more, which translated into better performance.

An unexpected plot twist

But the appearance of that rain changed everything to the point that four of the five finishing positions were occupied by an F1 GTR. “Winning Le Mans is harder than winning the F1 championship. It’s equivalent to an entire season of racing, but without breaks,” are the words of industry authority Gordon Murray, who was deeply involved in the project as the vehicle’s designer. So important was that for McLaren that the English company has been commemorating it throughout 2025.

STATES OF
ENDURANCE

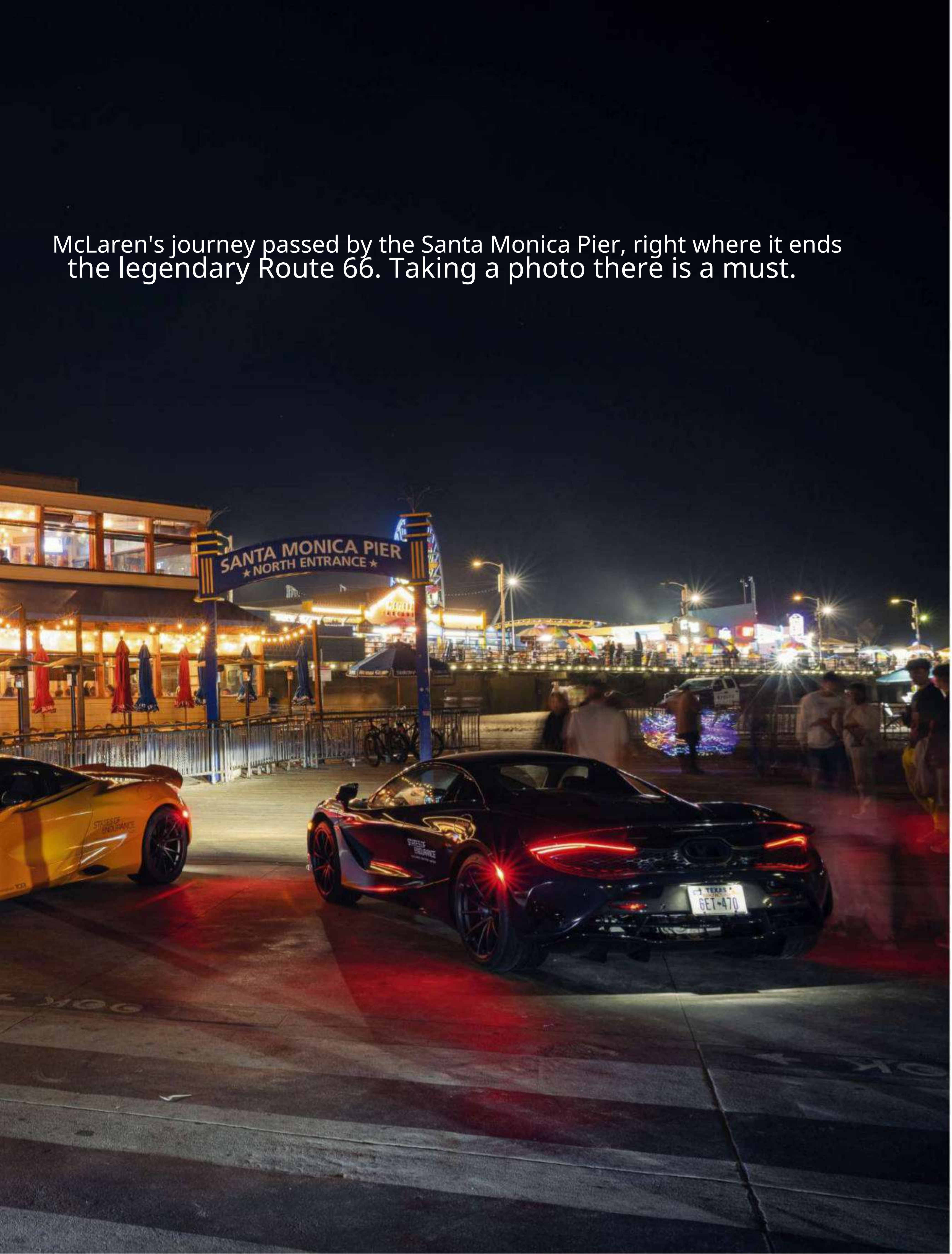
Each car featured a specific livery that simulated a time zone. Tumi also collaborated, providing luggage for the trip with pieces from the Tumi McLaren Spring 2025 collection, including the 14-liter Velocity Backpack in Super Grey—which costs an average of €1,400 in large stores. The latest collaboration between the two brands combines automotive inspiration with design excellence and can be customized in-store, as the 'States of Endurance' drivers saw at one of their stops.

commemorative activities in different cities around the world, along with special series such as the 750S Le Mans Special Edition and its explosive 750-horsepower turbo V8, and a *road trip* by the USA, which comes to remember Bruce's fighting character and the philosophy of endurance of Le Mans.

This peculiar North American tour is very reminiscent of the legendary Route 66, albeit with its exceptions. It kicked off in Monterey, California, with the start of Monterey Car Week last Sunday, August 8th, with the idea of crossing seven more states to cover a total of 3,867 miles, 6,223 kilometers, which is more than the distance traveled by that McLaren F1 GTR that won Le Mans in 1995. During the tour from the west coast to the east coast of the country of the stars and stripes, small stops, called "Pit Stops", were made at a selection of McLaren dealerships where a few customers were invited to see *in situ* the latest news from the manufacturer and chat with the drivers of the *team* 'McLaren Trophy' Paul Rees, Jack Barlow and Oliver Webb, the chosen ones to make this tribute trip with the sports cars 750S Coupé (750 hp), 750S Spider (750 hp) and Artura Spider (700 hp). Each two-seater had a special decoration to respectively commemorate the dawn, day and night of the 24-hour race that had brought them there.

An experience full of anecdotes and experiences that Rees, Barlow, and Webb take with them, although without the demands of a real race, where one bad decision ruins the event they've worked on for practically a year. Now, McLaren is looking to 2027 in the most extreme category, the Hypercar category, dominated by Ferrari for the past three years. In 2027, they will try to win the laurel wreath again after crossing the finish line, out of pride, to break Italy's streak... and in honor of Bruce.

BUBBA GUMP
BUBBA GUMP
STATES OF ENDURANCE


SANTA MONICA PIER
★ NORTH ENTRANCE ★
STATES OF ENDURANCE
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McLaren's journey passed by the Santa Monica Pier, right where it ends the legendary Route 66. Taking a photo there is a must.

0179 MXW

GREEN THAT I LOVE YOU GREEN

The color of the holm oaks that populate a good part of the Iberian Peninsula is chosen to 'dress' one of the most exclusive limited editions. of the recent history of Porsche and which has Spain as its protagonist

TEXT: CA RLOSGARCÍ A -AL CA Ñ IZ PHOTO S: CHRISTIANCO LME NERO

PORSCHE 911

FORTY EDITION

I'd like a color that represents Spain without saying it's from Spain. The blue of the Mediterranean Sea? The brown of the La Mancha region? Red might be another option for its cultural value. Sorry to disappoint you, but the color of our country is green. Federico García Lorca already said it in a masterful poem that began with "Green, I love you green, green wind, green branches," dedicated to none other than Fernando de los Ríos and Gloria Giner. It's the hue of olive oil, the color of the northern meadows, the color of the flags of the southern regions, and the color of the holm oaks in the Sierra de Madrid, where we find ourselves on a beautiful autumn day, one of those that dawns cold and gradually increases in temperature as lunchtime approaches.

The six-cylinder boxer engine I just started is also greener than ever, by the way. An engine that very few would imagine hybridized to lower fuel consumption, but it is, which is why it deserves the DGT ECO label, a sticker that appears in the foreground on the windshield of a respectable 541-horsepower Porsche where it's mounted. A turbocharged—and hybrid—engine that propels the body of a beautiful 992 II generation GTS from a standstill to the 100 km/h barrier in three seconds. Tell me, what can you do in such a short period of time? Reading that same sentence takes you four.

But this GTS isn't like the one "anyone" can buy at the dealership; it hides a series of exclusive details that make it special. This is the Porsche 911 Forty Edition, created by order and mandate of Porsche Ibérica to officially commemorate the four decades that the German brand has been established in Spain and neighboring Portugal. 40 examples as a historical nod with this decoration, all sold in just a few days, by the way, at 284,439 euros each, the same as the price of a brutal GT3 RS. It was the company itself that chose green as the most representative color of our land, in case you were already going to write a letter to the editor of the magazine to complain about the statement that appears at the beginning of this test... Porsche calls it Quercusverde and it was designed using the Paint to Sample Plus option it offers to all its customers.

A car with feeling and passion

The Porsche 911 Forty Edition winds through the beautiful roads of Prádena del Rincón, Montejo de la Sierra and La Hiruela, among other beautiful places in the northern part of the capital, which we drive through at the very beginning, with the sun rising from the east and giving us a beautiful light that my colleague Christian takes advantage of to photograph the German sports car par excellence. As expected, the 911 Forty steps with the firmness that characterizes every Porsche, between the elegance and robustness of a sports car that literally allows you to take your child to school, do some laps and leave it parked with the certainty that -

The base of the Porsche
911 Forty Edition

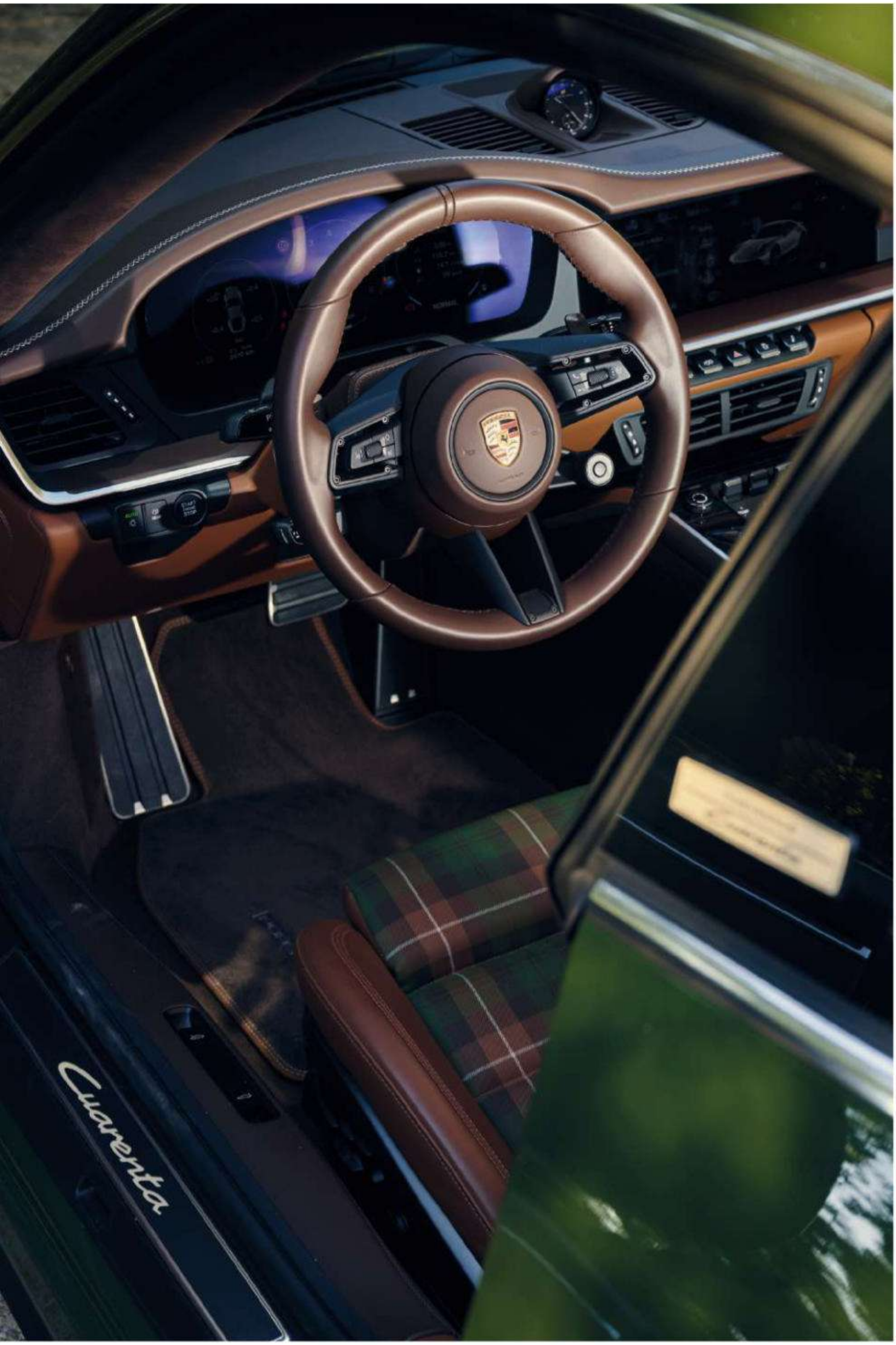
It's a GTS *restyling* of the 992 II generation, the brand's first coupé with an electric motor integrated into the turbocharger that is

It is powered by a lightweight high-voltage battery with a capacity of 1.9 kWh. Porsche is giving this product to all customers.

A custom-made tarpaulin version with Porsche Exclusive logos

Manufaktur on the front and the lettering Forty Edition on the sides.

PORSCHE
911
0179 MXW
E



The hand-painted logo on the tailgate is one of the elements that differentiates the 911 Forty Edition from a regular GTS, in addition to the “Forty” badging on the pillar and other parts of the vehicle, as in the dashboard and headrests. The two-tone truffle brown leather upholstery and brown cohíba is combined with fabric tartan in the central sections of some seats that are a true work of art.

PORSCHE 911 FORTY EDITION

PRICE IN €:FROM 284,439 LENGTH/
WIDTH/HEIGHT (M):4.55/1.85/1.30
TRUNK (L):135
WEIGHT (KG):1,670
TRANSMISSION:REAR/AUTOMATIC 8 SPD.
HYBRID
BLOCK:DIESEL. 6 CYLINDER BOXER TURBO + ELECTRIC
CYLINDER CAPACITY (CC):3.591
POWER (HP/RPM):485/6,500 + 54 ENGINE
TORQUE (NM/RPM):570/2,000-5,500
BATTERY (KWH):1.9
0-100 KM/H (S):3
MAX SPEED (KM/H):312
CONSUMPTION (L/100KM):
10.5 EMISSIONS ($C0_2$ G/KM):238

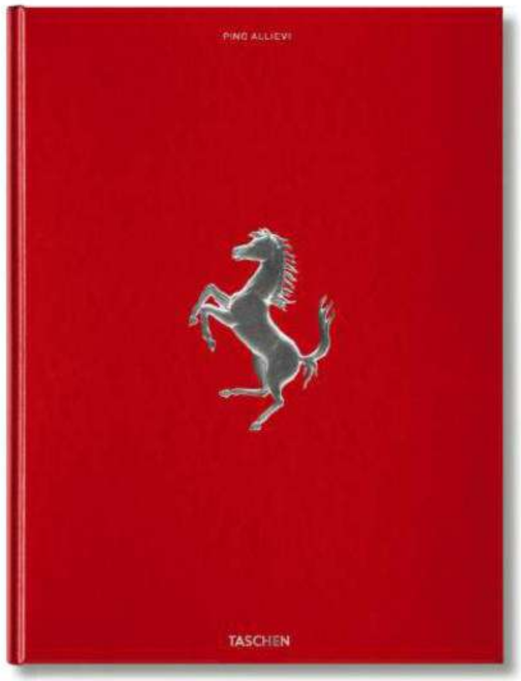
FOR: Beautiful image. Engine sound. Traction capability. Quick response.
AGAINST: High price. Rear seats testimonialniales. Rear visibility. Multimedia system.

_When you come back you will find someone guarding it with his *smartphone* of the latest generation—"I was taking a photo to pass to a friend who loves Porsches, do you mind?"—A fawn peeking out from the side of the road starts running when we say good morning to it with a double downshift in Sport Plus mode at the exit of a hairpin second-gear corner. In fact, a mountain pass like the one we're traveling through will ask for third gear at most, and more so as a matter of psychological protection for the mechanics, since the oil temperature has only risen a few degrees. Meanwhile, an old man greets us as we pass through his village, or perhaps scolds us for the sound coming from the double circular exhaust pipes, unaware that what you should do with this car is bow every time you see it. That's if you're lucky enough to come across a Forty, because we're convinced more than a few will be hidden away in some secret garage for a stratospheric resale price, as has happened with the 911 Dakar, which fetched a whopping €130,000 in less than a year...

Goosebumps

The engine growls with every slam of the pedal and the whine of the turbo infiltrates the *cockpit* to remind you that the work of the 'grinder' is of vital importance to the performance of this quintessentially Spanish GTS, commanded, incidentally, by a steering system that becomes as precise as a neurosurgeon's scalpel as you increase speed, to the point where it seems to be pulling your hands to perfect the line. Launch Control is so addictive that you run the risk of prematurely wearing the Pirelli P Zero R tires. But the electronics are always looking out for the well-being of the rear tires, which are the ones receiving the 570 Newton meters of torque. Even as a rear-wheel drive car, it's hard to lose sight of the rear end because the Forty adds to the string of controls a balanced weight distribution and also rear-axle steering—as standard—which together allow you to round out turns as if this Porsche were smaller and more agile.

Now, the Sport Plus function we've enjoyed since the start of the test works to make the car more stable the faster it goes, at the expense of comfort. But it's as simple as returning to Normal mode to transform the 911 Forty into the versatile sports car we dream of every time we win the lottery. And all while watching the green oak trees pass by the windows...



FERRARI HISTORY

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TEXT: SERGIO MARTINEZ

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It would take hours of conversation to try to figure out what an Italian is most proud of. Their gastronomy, art, fashion, and even how these three come together in the idealized *dolce vita.* And then there's Ferrari. What is Ferrari? Many definitions are valid, and curiously, the most literal one, a car manufacturer, can even be offensive. Ferrari is much more. A culture, a style, a way of life, beauty, elegance, passion, art... in short, a source of national pride. It's no wonder, then, that there's endless material about it. *il prancing horse* which are available in every imaginable format. And that's precisely where Taschen's 'Ferrari' stands out. Because it's rare to see books with nearly 700 full-color pages, packed with historical images, and because they entrusted Pino Allievi (born 1943, Lombardy) with its design, giving him carte blanche.

Allievi is an Italian journalist who not only has the authority to tell a large part of the Ferrari story, but also lived it after spending half his life as a television commentator and editor for *La Gazzetta dello Sport*, having countless experiences with Enzo Ferrari and being part of one of the golden eras of F1 until the present, because you can try to leave F1, but F1 never leaves you.

Privilege or challenge?

Taschen gave me the privilege of creating a book about Ferrari without limiting the story, content, or vision. At that moment, the privilege became a fascinating but difficult challenge. First, because the world is full of beautiful, well-made books about Ferrari, so I had to come up with something different. Second, because working with Ferrari is particularly demanding, as precision and rigor are paramount. Third, because the story is captivating, but extraordinary photographic documentation was essential here, and it was a challenge to find images worthy of this project. And fourth, I made a great effort to avoid a chronological sequence.

What have you learned that you didn't know until now?

There are millions of documents about Ferrari around the world, but not all of them are reliable. That's why it was necessary to carefully select sources to gather reliable material. Months spent looking at photos and studying documents. The contributions of the Ferrari Archive, Piero Ferrari, Flavio Manzoni, and many other key figures from Maranello were crucial to creating a unique and compelling product.

Is there any particularly striking anecdote?

No other car manufacturer can boast such a rich anecdotal legacy as Ferrari, where history blends with legend and even fantasy. The incredible thing is that, no matter the subject, there's always something new to discover about Maranello, which is precisely what you find in the book: a series of extraordinary episodes and situations that are impossible to categorize.

After a project like this... Are you even more in love with Ferrari? Ferrari isn't about love; it's a kind of magnetism that doesn't follow any logic and reaches deep into the soul. Love, in a way, follows familiar patterns; Ferrari's attraction doesn't. Is there anything more beautiful in life than something completely irrational?

Is it possible to separate the history of Ferrari from the life of Enzo Ferrari? The man and the factory are one and the same. Even today, many years after Enzo Ferrari's death, his deep voice still seems to echo through the halls, as if he could appear at any moment. The spirit of defiance upon which Enzo Ferrari built his company is the same driving force that compels Ferrari to compete with its global rivals.

Does Ferrari still make the most beautiful cars in the world? The most beautiful, advanced, reliable, captivating, and impressive cars in the minds of those who want them. When a Ferrari drives by, everyone turns to look. It happens all over the world, and it's a phenomenon that only happens with Ferrari.

SOCIETA' AN
SCUDERIA F
MODEN
SHELL
PIRELLI
BOSCH
ALFA ROMEO MILANO
MOTOR OIL
CARROZZERIA ZAGATO
RUDGE WHITWORTH
FERODO
S.I.A.T.

ONIMA
ERRARI
NA
SHELL

Enzo Ferrari pursued what many defined as madness. He only wanted to make racing cars, but it was a tremendously difficult field.

in deficit, ended up seeking financing by building street vehicles, as exclusive as they were beautiful, and on the road, making the most beautiful sports cars in the world, as well as machines so brutal that

They confront reasoning. All of this without ever losing focus on Formula 1, where it is the most successful and most idolized manufacturer, and above all, achieving a category that cannot be understood without Ferrari.

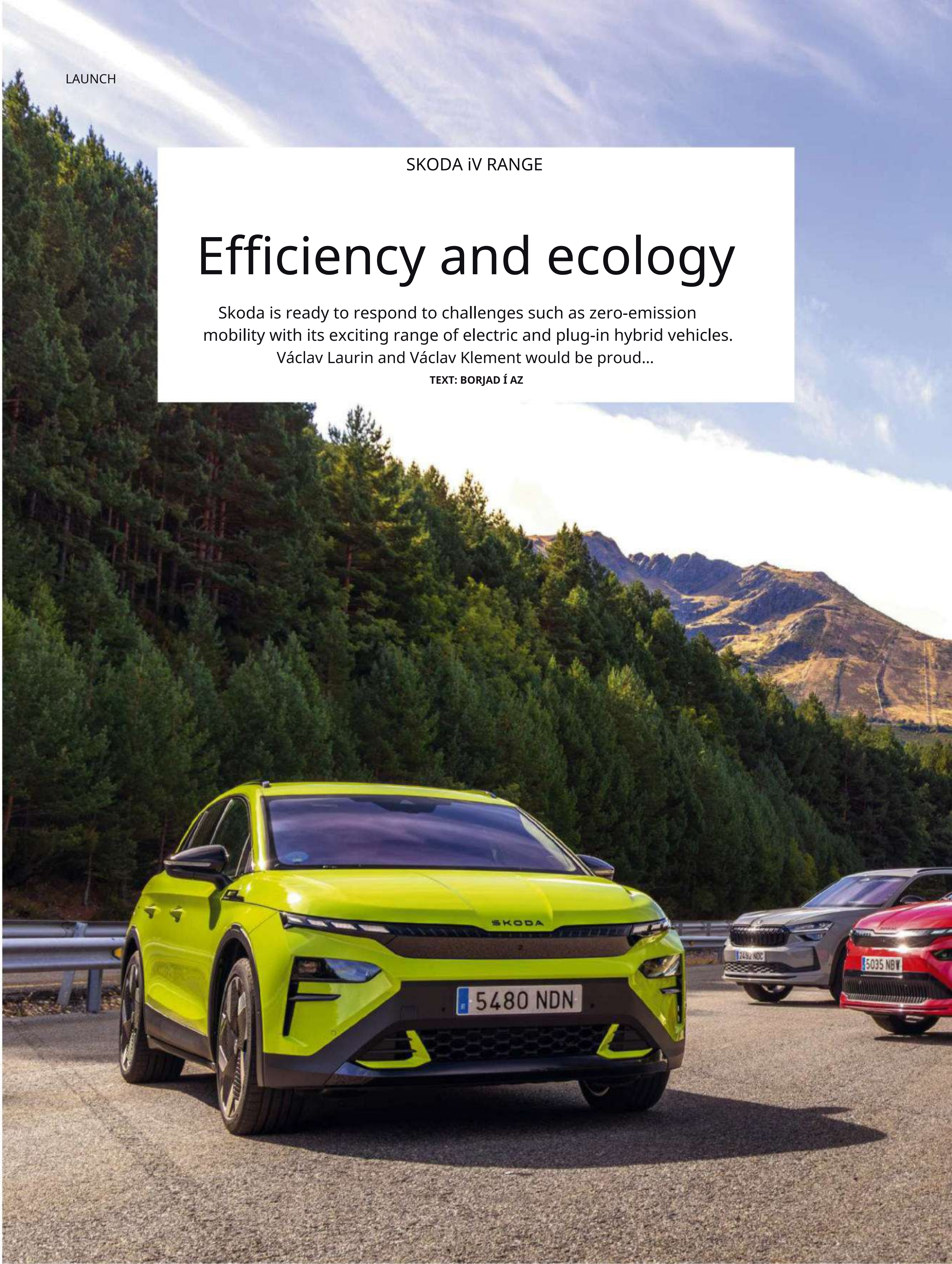
brembo
Santander

SKODA iV RANGE

Efficiency and ecology

Skoda is ready to respond to challenges such as zero-emission mobility with its exciting range of electric and plug-in hybrid vehicles. Václav Laurin and Václav Klement would be proud...

TEXT: BORJA DÍAZ



SKODA
5480 NDN
2492 NDC
5035 NBV

Skoda ha organi-an event in which he has reviewed his legado, from his birth in a bicycle workshop-you back in 1895, until now current, thus celebrating its 130th anniversary. This anniversary comes with great news: being the third best-selling brand in Europe so far this year. This achievement would not have been possible without the widest range it has ever had, with an outstanding selection of zero-emission models, but always with the aim of ensuring that these are efficient, practical, simple, and, above all, at a reasonable price.

Skoda Elroq

The mid-size electric SUV is offered in five different versions, three battery sizes, and power outputs ranging from 170 to 340 horsepower, with rear- or all-wheel drive configurations. The maximum range reaches 580 kilometers, and its RS version boasts the best 0-60 mph acceleration of any Skoda ever—5.4 seconds. Prices range from €22,700 to €39,000, including discounts and Moves III assistance (like the rest).

Skoda Superb iV

The flagship sedan stands out for its excellent balance, as well as for the space available in the rear seats and the large trunk, characteristics innate to Skoda's DNA. Its plug-in hybrid variant combines a 1.5 TSI engine with an electric motor to deliver 204 horsepower and a theoretical electric range of over 135 kilometers. The battery can go from 10% to 80% in 26 minutes. Prices for the PHEV range from €40,150 to €46,050, and for the Combi from €40,850 to €46,900.

Skoda Kodiaq iV

The larger SUV uses the same PHEV system as the Superb, with the same battery charging time and an electric range of up to 120 kilometers. Its shape is a disadvantage in this regard, but it offers even more space and an even more generous trunk (745 liters). Furthermore, it can now be equipped with the new DCC Plus Dynamic Chassis Control, benefiting from both greater comfort and improved dynamics. The plug-in hybrid starts at €36,750.

Skoad Enyaq

The Elroq's bigger brother comes in two different body styles, three battery packs, all-wheel drive variants, and power outputs ranging from 204 to 340 horsepower for the RS. The RS's battery offers up to 550 kilometers of range and goes from 10% to 80% in 26 minutes, although the higher-range version can achieve up to 580 kilometers. Prices range from €32,350 to €41,400—from €34,400 to €44,000 for the Coupé.

Estrella

of cinema

60 years is a long time, even for a commercial vehicle like the Ford Transit, which has done almost of everything in these six decades, even having an important supporting role alongside greats Hollywood stars

TEXT: PEDROBERRIO

Michael Caine on a break from filming from the 1987 film “The Fourth Protocol”. Caine appears leaning on the door of the light blue Ford Transit that stars a chase after a Ford Escort XR3, driven by the 'bad guy' of the film, Pierce Brosnan

LGood ideas endure over time, and the Ford Transit is a prime example of this. In 1960, Henry Ford II had one and decided it was time to create a single commercial vehicle for the European market to replace the enormous variety of models available in each country. The project was dubbed "Project Redcap," and five years later, in August 1965, the first generation of the Transit rolled out of the now-defunct Ford factory in Langley, England.

It was a resounding success from the very beginning, and since that (distant?) 1965, the Transit has been the sales leader in commercial vehicles in almost all of Europe. But that was only the beginning of a long life filled with a thousand battles, Guinness-certified records, and other, much more important ones that don't have a document or trophy to prove them, but that are carried in memory and heart. Achievements like the lives it may have saved when converted into an ambulance, a rescue vehicle, a Red Cross vehicle, a police car, or a roadside assistance vehicle. In the minds of many adults who, decades ago, were children, there will still be that Ford van that took them to school or the one that delivered the mail in the village.

Maybe those children of the years 60, 70 and 80 are now adults who enjoy other types of illusions and experiences aboard the Transit, transformed into*camper*or motorhome. Some experiences so special and unforgettable in those simple Transit *camper*of the first generation-tion of 1965 or in the specta- Transit culars Custom Nugget from now on, true-deras homes on wheels.

For some It's just one van; for others, a way of life

But the Ford Transit has also been an elite sports car, and in 1971, dressed as a SuperVan and with the V8 heart of a Ford GT 40, it dared to challenge the great sports cars on the Brands Hatch circuit, reaching speeds of 240 km/h. Then came the 1984 SuperVan – the second generation – as a Race Car on various circuits, and the 1995 – third–, predecessors of the Transit SportVan, the sportiest and most striking versions with the well-known longitudinal parallel stripes reminiscent of the Ford GT40, for those who did not want a conventional commercial.

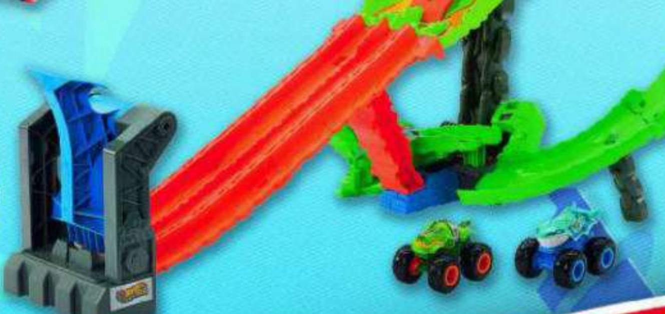
With the arrival of the new millennium, the Transit became a new family merosa with the birth of the Connect in 2002, the Custom in 2012 and the Courier in 2014. Several Van of The Year titles and a Guinness Record certified in 2021 for having managed to gather the ma- The largest number of vans of the same model in a parade are other of their achievements, those that are displayed in shop windows.

Probably the most radical evolution came to the Transit just four years ago, with the arrival of the E-Transit, the 100% electric version, in addition to the Custom PHEV with a gasoline engine. If there's one thing that has distinguished the Ford van over these six decades, it's its ability to adapt to the world it operates in. Because the Transit travels all over the world...

DESCUBRE LAS ÚLTIMAS NOVEDADES DE HOT WHEELS

Hot Wheels Dragón Transportador JBM72

Hot Wheels Monster Trucks Tiger Climber R/C JFR39



Hot Wheels Monster Trucks Pista Destrucción del Dragón JFR06

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MEJOR JUGUETE
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Formula 1.

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